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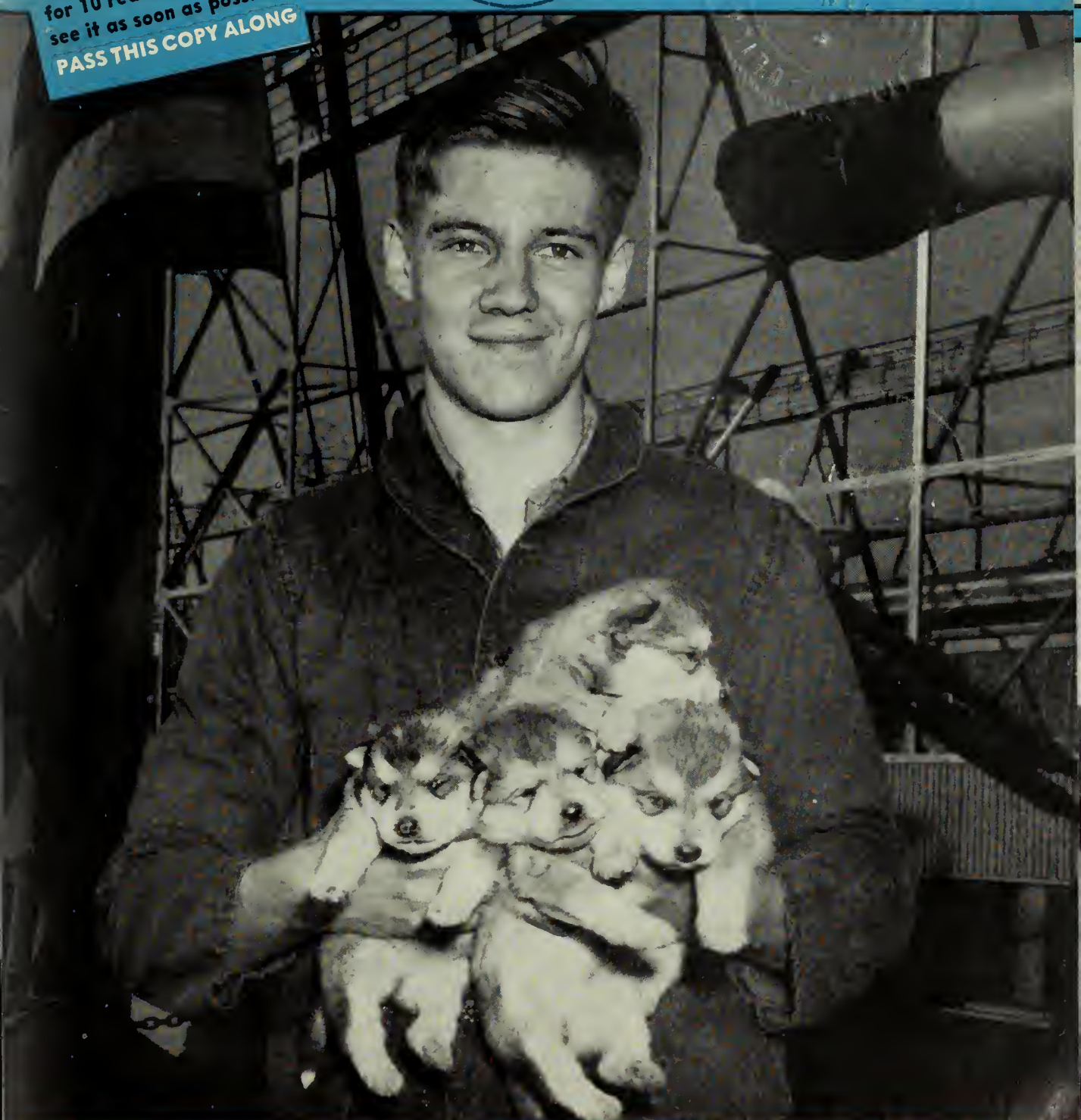
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NAVPERS-O

JANUARY 1947

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1947 NAVPERS-O NUMBER 359

FF 44/1

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Men Against Ice	2
Muzzle Power	8
All-Navy Sports Return	10
Saipanorama	15
Dewey—Hero of Manila	16
Faster Than Sound?	20
Battin' the Breeze on the 7 Seas	21
The Word and Navy Poll	22
Underwater Reservists	24
Foundation for Service	26
Letters to the Editor	30
Today's Navy	32
Books: Stories of Past Light Way to Future	40
Decorations and Citations	42
Bulletin Board	51
Changes in NSLI	51
Navy Writers Contest Opens	51
Handling of Non-Appropriated Funds	54
Exams for Pay Grade 1-A	55
Reserve Opens Enlistment Drive	56
Credit Urged for Educational Experience	58
Alnavs, NavActs in Brief	62
Broadbeam	63
Fantail Forum	64

• FRONT COVER: Robert C. Luther, F2, holds five huskies on board USS Mt. Olympus, flagship of the Antarctic Expedition (see p. 2). All five puppies accompanied their mother to the Antarctic, although three disappeared the night before the sailing. They were recovered later.

• AT LEFT: Taps on board USS Tarawa near Guam during anniversary ceremonies in memory of those who died at the Battle of Tarawa on 20 Nov 1943. Colors, chaplain and marine guard are pictured.

CREDITS: All photographs in ALL HANDS are official U. S. Navy photographs unless otherwise designated.

MEN AGAINST ICE

EXPLORERS have found it cruel and rugged, colder than the Arctic by an average of 40 degrees, and swept by pounding gales and blinding snowstorms.

It is described as the "battleground of a sinister ice age in its flood tide," and within its confines there is practically no animal life—and an even greater scarcity of plant life.

That's Antarctica, the frigid, ice-capped continent at the bottom of the world, where the Navy has sent a task force of 4,000 men and more than a dozen ships.

Nicknamed Operation HIGHJUMP but technically termed the Antarctic Developments Project 1947, the Navy's expedition into the "Deep South" is concerned primarily with testing standard naval ships and equipment under frigid conditions and training personnel in that type of operation.

In carrying out these basic purposes, the project will attempt to explore as much as possible of Antarctica's area of nearly six million square miles, an expanse nearly equal to the combined areas of the U. S. and Europe. Of this, nearly four million square miles —an area greater than the U. S. and Mexico—still are unexplored.

The expedition, largest ever to enter the Antarctic, was scheduled to arrive early this month, at the beginning of Antarctica's summer season. It is expected that no severe weather will be encountered—probably nothing worse than 30 degrees below zero, a mere nothing compared to the region's winter.

Members of the expedition will find that it isn't necessary to delve into the past to learn about the ice cap which covers land during an ice age. In Antarctica the ice age still exists. The continent is covered with an ice cap such as thousands of years ago covered most of the top of the world, reaching as far south as Cincinnati and New York. Since the glacial period up north ended, the top of the world has been almost a balmy tropical paradise compared to the Antarctic.

Although there is practically no animal life on Antarctica, within the corresponding area around the North Pole there are year-round residents—the musk ox, polar bear, fox, wolf, Arctic hare, reindeer, seal and walrus.

Life on Antarctica normally is restricted to its ice-bound shore line, with birds and seals its only continuous inhabitants. Although these represent comparatively few varieties, they exist in large numbers and find their entire food supply in the rich marine life of the coastal waters. One of these permanent residents living on Antarctica's rim is the haughty white-vested penguin. Seals and whales abound in the Antarctic, but the whales annually migrate to warmer waters to breed, returning to feed in South Polar waters in the spring.

Extensive studies of the seals show that some do not migrate north in the fall, but in failing to do this they must wage a continual battle for existence during the long winter night. Any opening in the ice that is free for more than a few hours freezes over solidly, and the seal must keep gnawing open a hole through which to breathe.

Although the Arctic regions abound with several hundred species of flowering plants and ferns, the Antarctic supports only two forms of tufted grass, and these cannot by any stretch of the imagination be said to flourish. This poverty of plant life on the continent is due, fundamentally, to a low mean temperature. In some places favorable to growth, an impoverished flora of moss and lichen may be found. Shingle beaches and bare rocky coasts are most suitable for plant life. These, however, usually are occupied during the summer by penguins in large numbers, and the plant life has difficulty in surviving. Sometimes vegetation is found in moist valleys protected from winds, on narrow ice-free coastal rims, or on isolated nunataks (islands of rock standing above the surrounding ice sheet) protected from the winds and exposed to the northern sun.

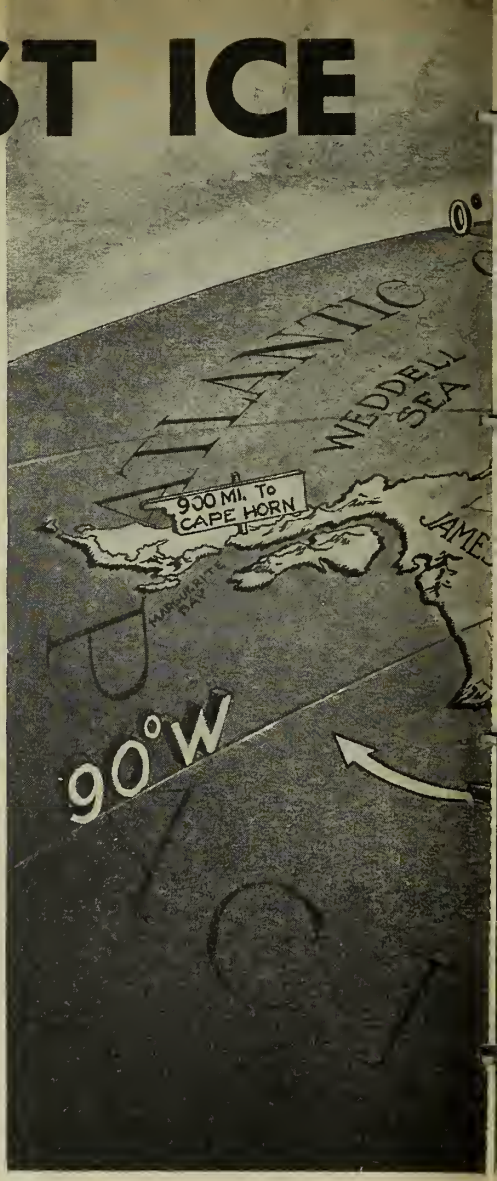
Antarctica's climate, in spite of its rigors, has been reported as extremely healthful. Respiratory diseases, for example, are rare because conditions are unfavorable for the growth of bacteria. Any disease germs encountered usually have been brought by the visitors themselves. Insect pests are unknown.

Antarctica is contained almost entirely within the Antarctic Circle. The Ross Sea, south of New Zealand, and the Weddell Sea, south of Brazil, take big bites out of the continent. During the summer period, which corresponds to the U. S. winter, ships in either of these seas may approach to within 700 miles of the South Pole. But only across the shelf ice massed in the southern part of the Ross Sea has the South Pole so far been reached.

Antarctica is the world's highest continent, averaging about 6,000 feet in altitude. Many of the charted peaks tower higher than Mt. McKinley, highest mountain in the U. S. The South Polar plateau is about 10,000 feet above sea level.

Although 20th Century explorers have viewed nearly two million miles of Antarctica, have mapped the South Pole itself and virtually the full 14,000-mile perimeter of the frozen land mass, the continent still is the world's great mystery. It is considered "an

Navy Sends Large Force Of 4,000 Men and More Than a Dozen Ships to Frigid and Cruel Antarctic For Training, Exploration



THREE-PRONGED EXPLORATION of untouched reservoir of natural resources," where untold riches lie in their original state.

The western shore of the Weddell Sea is formed by the Palmer Peninsula, by which Antarctica reaches farthest north, the tip lying within 500 miles of South America's Cape Horn. Its mountains are a continuation of the Andes Range of South America. The west coast of Palmer Peninsula, because of its accessability, was well-known to sealing fleets long before man became familiar with the massive continent to which it is attached. To the west, between it and the Ross Shelf Ice, lie James W. Ellsworth Land and Marie Byrd Land.

Some of the world's bitterest winds have been encountered on the Ross Shelf Ice, probably caused by downdrafts of cold air flowing from higher altitudes onto the shelf. Their velocity reaches more than 50 miles an hour. Also encountered in this area were crevasses so large they could easily swallow a battlewagon—with enough room left for a carrier. These upheavals give an impressive picture of



South Polar continent sends one group to eastward and another to westward. Central group bases on Ross Shelf.

the mysterious forces at work in the Antarctic.

During a previous expedition, a mountain discovered about 200 miles from the South Pole displayed horizontal beds of sedimentary rock. Here geologists found plant fossils, leaf and stem impressions, coal and fossilized wood. Here, at one of the most southern mountains in the world, scarcely 200 miles from the South Pole, was found conclusive evidence that the climate of Antarctica once was temperate—or even subtropical!

To give you an idea of the extreme low temperatures which must exist in Antarctica's interior in the winter, the thermometer at this mountain rose not more than five degrees above zero Fahrenheit and that in the middle of summer!

Just south of latitude 86 degrees, explorers discovered some of the most southerly recorded plant life, tiny primitive lichens growing on the northern exposure of a mountain. The sun is warm enough to melt the snow only for a week or two in midsummer, but the plants during that brief period manage to grow enough to hang onto the thread of life. With this difficult and forbidding environment, the lichens grow no larger than the head of a pin.

Flora collected in Marie Byrd Land was thawed out, showing thousands of microscopic organisms swimming under the glass. They had endured temperatures of 60 and 70 degrees below zero in an encysted stage, coming to life again within an hour after being thawed out. It is thought that some of these may have been carried to the Antarctic on the plumage and feet of birds. Others may have been blown there with the dust of the upper atmosphere, while still others may have existed there for thousands of years. This is one of Antarctica's riddles.

One riddle which existed for many years, and which was solved by the Byrd Expedition of 1933-35, was the so-called "continental problem." The question: "Was Antarctica one continent or two?"

So little was known of the coast line of the Pacific Ocean and the Weddell Sea, and of the interior between them, that geographers for years had been speculating on this problem. Some geologists, studying rocks from East and West Antarctica, felt that they were too dissimilar for the two regions to be one. Others reached the opposite conclusion. It was thought by some tidal experts that the behavior of tides in the Ross Sea indicated a sea connection between it and the Weddell Sea, with their water-borne ice barriers extending toward each other through the unknown interior.

This was a problem which had to be solved before geological science could form an accurate concept of the fundamental structure of the great area, and its relationship to neighboring land masses to the north.

It was discovered that the plateau of Marie Byrd Land, adjacent to the Ross Sea, probably rolls unbrokenly from the South Pacific Ocean to the South Pole, extending at least a thousand miles north and south. This, coupled with discoveries of new mountains in ranges running east and west, gave a strong indication that Antarc-



Photograph from Press Association, Inc.

OFF FOR ANTARCTICA, crew of USS Pine Island waves farewell to Norfolk, Va. This seaplane tender, jammed with supplies, led eastern explorations.

tica is one continent. Long-range patrol planes of the east group of the present expedition hope to confirm this by dilineating the coast of the Weddell Sea, the head of which never has been sighted or photographed.

Antarctica has been described as a "place where Nature has time and unhindered space to exhibit her beauty." The sky and whole snowy earth are alive with lingering colors. Convection currents (which in warmer climates would be called heat waves) add a leaping movement to colors formed by the sun's reflections from the expanse of ice and snow. The whole scene seems unreal—more so because one cannot use as a measuring stick familiar objects such as shrubs, trees or houses.

Called the "home of the blizzard," Antarctica is a region whose weather is considered to affect directly the weather of the Southern Hemisphere and possibly, indirectly, that of the entire world. A study of the Aurora Australis (the southern aurora corresponding to the Aurora Borealis of the north) alone would be of interest.

Air chilled by the frigid wastes of the polar regions flows toward the equator's warmer atmosphere, and the warm tropical air rises and circulates back to these frigid zones. World weather is made by the interaction of these great masses of warm and cold air. In order to establish long-range forecasting, it is necessary to know the weather conditions existing at the poles, as well as in inhabited countries. Such a study is one of the expedition's tasks.

The major part of the large and elaborately-equipped expedition got under way from Norfolk, San Diego and Port Hueneme early last month, and with other ships of the task force was to arrive at three starting points close to the Antarctic ice barrier early this month.

The task force is divided into three main groups as follows:

- Central group — Flagship and communications headquarters ship USS *Mount Olympus*, Coast Guard icebreaker, USCG *Northwind*, Navy icebreaker USS *Burton Island*, cargo ships USS *Yancey* and USS *Merrick*, and submarine USS *Sennet*.
- East group — Seaplane tender USS *Pine Island*, oiler USS *Canisteo*, and destroyer USS *Brownson*.
- West group — Seaplane tender USS *Currituck*, oiler USS *Cacapon*, and destroyer USS *Henderson*.

Technical control of the expedition is being exercised by Rear Admiral Richard E. Byrd, USN (Ret), famous polar explorer, who is on duty in the office of CNO as adviser on Arctic and Antarctic matters. He has been designated as officer in charge of the project. Rear Admiral Richard H. Cruzen, USN, who commanded the Navy's Arctic training cruise last summer (ALL HANDS, November 1946, p. 12), is the task force commander. He was Admiral Byrd's second in command during the 1939-41 expedition, commanding the cutter USS *Bear*.

Capt. George J. Dufek, USN, a naval aviator and a member of the previous Byrd expedition, commands the east group, while Capt. Charles A. Bond, USN, also a naval aviator and a veteran of wartime aviation in the Aleutians, is in command of the west group.

At a press conference before sailing from Norfolk on the *Mount Olympus*, Admiral Cruzen said that only the central group will be land based. Neither the eastern nor western group will enter the pack ice, but will conduct their exploratory operations from outside the ice, sending their patrol planes inland in a flight radius of 700 to 800 miles. Since these planes must fly over the pack ice before penetrating the Antarctic interior, their survey range will be lessened.

The east group was to begin air operations near Peter I Island, working around the continent to the eastward. The west group was to head for a point southeast of New Zealand, following the edge of Antarctica around to the west.

Each of these groups consists of a seaplane tender carrying Martin Mariner patrol planes and helicopters, an oiler and a destroyer. They will continue around the continent, exploring inland by air, as far as the short duration of the operation—and the weather—permit.

After arriving at Scott Island, south of New Zealand near the Ross Sea, the central group was to send an icebreaker and scouting planes ahead to find a passage through the pack ice. Once the pack ice was penetrated, the group would enter the Bay of Wales and set up an air base on the Ross Shelf Ice, near Little America.

Little America, "capital of the unknown," is situated on the shelf ice several miles inland from the edge of the Ross Ice Barrier. It was founded on New Year's Day, 1929, by the first Byrd Antarctic Expedition, and will be the center of operations of the land-based group.

The operational schedule called for the *Northwind* to open a channel through the pack ice for the *Mount Olympus*, the cargo ships *Yancey* and *Merrick* and the submarine *Sennet*. The ships were to follow in column or go through singly, depending upon conditions of the pack ice. Their passage may take a few hours, or the better part of a month. The icebreaker *Burton Island*, which is to be a component of the central group, will join the expedition late this month.

There was a possibility that the expedition would not be able to reach the Bay of Wales, near which Little America is situated. In that event, another point of entry to the shelf ice would be selected, such as Okuma Bay, Discovery Inlet or Kainan Bay. This uncertainty is typical of operations in the Antarctic, where conditions change rapidly, from day to day. Antarctica's ice bulwarks have withstood man's attacks for more than a century. It is here, within the Antarctic Circle in an area of heavy pack ice called the Devil's Graveyard, that one finds the heart of the greatest iceberg-producing region in the world. During the 1933-35 expedition, 8,000 bergs were sighted in one 24-hour period.

By tradition and experience, passage in the vicinity of the 178th meridian East was accepted as the safest and quickest entrance into the Ross Sea, and it was considered foolhardy to try a break through the ice at any other point. However, due to the constantly-changing ice conditions, on a previous expedition the explorers had

the amazing luck to find an opening along the 169th meridian West, meeting little pack ice in reaching the Bay of Whales.

With a beam of 63 feet, the *Mount Olympus* will be one of the largest ships ever to enter the Ross Sea, which inside the pack ice usually presents an expanse of open water swept by a current which skirts the face of the Ross Shelf Ice. The *Northwind* is a super ice-breaker, 10 times as effective as the *Bear*, which participated in the last Antarctic expedition. It is believed that the *Northwind* can batter her way through solid pack ice 15 feet thick on the basis of her performance during last summer's Arctic cruise.

The *Northwind* was fitted with a bow propeller to wash ice aside, and tanks fore and aft and on the extreme beams to set up a rolling and pitching motion. These have been removed because they are considered useless in the heavy ice expected enroute to Little America.

On board the *Mount Olympus* are 57 members of an underwater demolition unit, who will blast away low ice bordering the permanent shelf ice of the Antarctic continent. These men actually may swim in the icy waters fringing the shelf to plant explosives against the ice. They will be protected by rubber suits sealed against leakage, which will cover their entire bodies. Underneath they will wear woolen underwear and clothing.

Admiral Byrd did not accompany the force which sailed for Antarctica last month. He plans to join the expedition late this month, riding down on either the carrier *Philippine Sea* or the icebreaker *Burton Island*.

The *Philippine Sea* will ferry six Navy R4Ds, twin-engine Douglas transports, to a point about 200 miles north of Little America just off the edge of the Ross Sea pack ice. The aircraft will be equipped with jet-assisted takeoff gear for the flight from the carrier. The planes will be the first of their type ever launched from a carrier. Special cold weather gear and electronic devices have been installed in the big planes. Extra fuel tanks will extend their range beyond the usual eight to 10 hours. Much of the radar equipment still is on the secret list. It includes devices to pick up geological aspects of the continent and to indicate the composition of the ground under the frozen surface. The planes will have aerial cameras and map making aids. When ready to leave the carrier, they will have ski attachments for landing and taking-off in snow.

Meanwhile, the *Northwind* will be fighting her way back through the pack ice to come alongside the carrier. The icebreaker will discharge mail, and take on mail and additional equipment, ferrying it back to Little America. To commemorate the 1947 expedition, a distinctive cachet will be applied to letters mailed from the *Mount Olympus*. Before the task force sailed from the U. S., philatelists were given an opportunity to have covers mailed.

Seaplanes of the wing groups, which start their operations about a thousand miles to the east and west of Little America, are not expected to find especially good flying conditions. The standard Navy patrol planes, winterized and equipped with special photographic gear, will have to find relatively smooth seas in which to land —probably in the lee of some piece of land or within a lake formed by floating ice. There will be no accurate weather forecasts, no loran. Once the planes leave their tenders and head in toward the continent, they will fly over pack ice which even the most modern and powerful icebreaker cannot penetrate. What, then, will happen if the planes are forced to land?

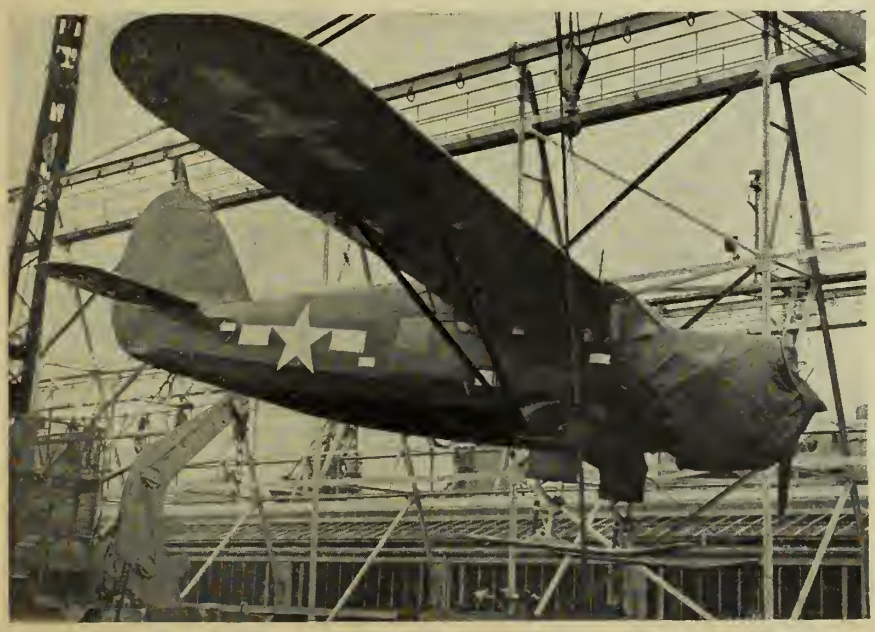
It is true that rescue operations will be difficult because of the high mountain ranges over which the planes must fly. However, the land is covered with ice and snow, and the aircraft probably can make safe landings, even if they can't takeoff again without necessary skis. For rescue operations, therefore, helicopters will be carried by the seaplane tenders. Although these have short flight ranges, caches of gasoline in strategic points will extend their range so that they can rescue any crews forced to land.

Crews will be kept alive until rescue comes by survival equipment, which includes emergency radio equipment for communication with the home base. On long-range flights, the crews will wear heavy clothing rather than



Photograph from Press Association, Inc.

HE CAN'T PROVE IT, but that's Fred Fauria, S1, hidden under the cold weather clothing worn by expedition. Lt Renee Bachhuber lends a hand.



NOORDUYN NORSEMAN, a skiplane for use by Navy explorers, is loaded on board ship at Norfolk, Va., as expedition prepares to leave for frozen south.

MEN AGAINST ICE



TASK FORCE flagship is the USS Mount Olympus, also leader of the group that will establish a shore base near Little America, 'capital of the unknown.'



USS Philippine Sea (CV 47)



USS Yancey (AKA 93)



USS Brownson (DD 868)



USS Henderson (DD 785)



USCG Northwind

heated suits, to be sure of protection against the weather in the event of forced landings. The equipment also includes more clothing, skis, tents, and a 60-day supply of food. A large portion of the food will be old-fashioned pemmican, the preserved meat explorers have been using for the last hundred years.

The expedition will take full advantage of the photographic developments achieved during World War II, and in addition will have the advantage of the trimetrogon camera. This is a three-in-one camera which takes a vertical shot to cover what is beneath the plane, and also two oblique shots to give a continuous photographic image from horizon to horizon. The pictures will be taken continuously to give a complete photographic coverage of the territory traversed by the planes.

These photos of a large section of Antarctica—the expedition expects to explore two million square miles from the air—will show the general contours of the land, mountain ranges, glaciers and ice fields. Also, they will give a general picture of what any ground parties might encounter. The Antarctic coast will be outlined also, in many places for the first time.



USS Currituck (AV 7)



USS Canisteo (AO 99)

The expedition doesn't expect the interior of the continent to be featureless, even though it is described as a frigid, barren wasteland. It is expected that many new mountain ranges will be discovered. The explorers want to know the character of these strange, unknown lands. Only about a tenth of the continent has been sighted, and of that, only a small portion photographed.

Weather and altitude permitting, each flight probably will cover from 700 to 800 miles into the interior. The photographic coverage from the central group will include the South Pole as a routine mapping operation. In addition to twin-engine Douglas transports, helicopters, and PBMs, the expedition will use two Grumman amphibians, two SOC float planes, and one Noorduyn Norseman skiplane.

Men working and living ashore at the central base will be housed in tents having wooden floors and heated by oil stoves. Tents are being used instead of huts to save valuable time. The base will be of a temporary nature, but a small camp consisting of nine winterized quonset huts with supplies for 18 months will be established. If any of the parties in the interior are in difficulty when the ships are ready to sail, this camp can be activated for rescue operations.

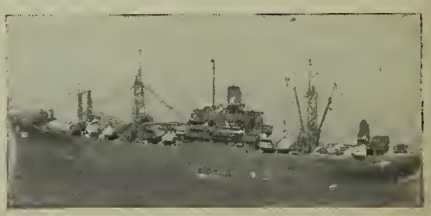
Aside from pemmican, standard polar item, no special foods were taken. The food is standard, including huge quantities of quick-frozen foods. Because the party will be away from civilization for four to five months, the men are being given as wide a variety of food as possible, with the realization that men in cold climates eat much more than they do in warmer weather.

There was no resupply for the ships of the expedition after they left the U. S. Each is self-sustaining, carrying all its own supplies. Those for the base camp were carried by the cargo vessels. The two big tankers have fuel to supply the ships and aircraft in the Antarctic and get them home.

The loading plan was reminiscent of Pacific invasions. Huge supplies of dry stores were stocked, as well as



USS Cacapon (AO 52)



USS Merrick (AKA 97)



ICE BULWARKS protect Antarctic mysteries. Approaches are forbidding and studded with rock out-croppings.

"morale" items in quantity, and thousands of pounds of coffee and case after case of cigarettes. The long voyage to and from Antarctica and off-duty time was expected to be boring for the men. For that reason, ample supplies of movies, radios, games, cameras and other recreational gear were taken along. In addition, members of the expedition are being given an opportunity to learn hobbies such as carpentry and leather craft, with a good supply of hobby craft equipment included. The educational program of the U. S. Armed Forces Institute will be available to all hands in their spare time, and scientists and leaders of the project will present talks to the crews of the ships so that they will more fully understand what is being done and will have a deeper interest in the operation.

In addition to Operation HIGHJUMP, there will be at least three other projects in Antarctica. One of these is a U. S. expedition which has been outfitted under auspices of the American Antarctic Society. Russia has announced that it will have a party of scientists in Antarctica. It is expected that at least one British expedition will be present, because that country has occupied the old U. S. exploratory base at Marguerite Bay, 1,500 miles from Little America, since 1942. Since the Marguerite Bay base was only of secondary importance during the previous U. S. expedition, its occupation by the British will not hamper the Navy's current operations. With operation HIGHJUMP'S activities centered at Little America, no conflict of interests with other expeditions is anticipated, and the Navy stands ready to cooperate with explorers of any other nation who may be encountered.

In regard to the so-called "uranium race," which was given considerable attention in the press, leaders of the Navy's expedition, before departing for Antarctica, pointed out that when the project first was planned there was no thought whatever of making a search for uranium. There are geologists along, and should they discover uranium, it will naturally be of interest. But there will be no special attempt to locate the precious metal, and it does not form one of the purposes of the trip. Nor is the expedition in any sense a "race" with any other nation.

Exploration of Antarctica will continue as long as weather conditions permit, but it is anticipated that the ships will have to push their way out of the pack ice by the end of March, arriving home in late April.

While the expedition is primarily of a military nature, it will afford an unequalled opportunity for amplifying existing scientific data. The Antarctic is considered a fertile field for scientific research—possibly the most fertile left in the world. Full advantage has been taken of this opportunity for research. Scientists of other governmental departments in a number of specialties are participating. The Army, Weather Bureau, Coast and Geodetic Survey, Coast Guard, U. S. Geological Service, Hydrographic Office, the Navy's material bureaus, and other government scientific agencies have provided technicians. Full news coverage is being given by press, radio and magazine correspondents. Three hundred scientific personnel, with 22 civilian and 35 Navy senior scientists and their technical assistants, are accompanying the expedition.

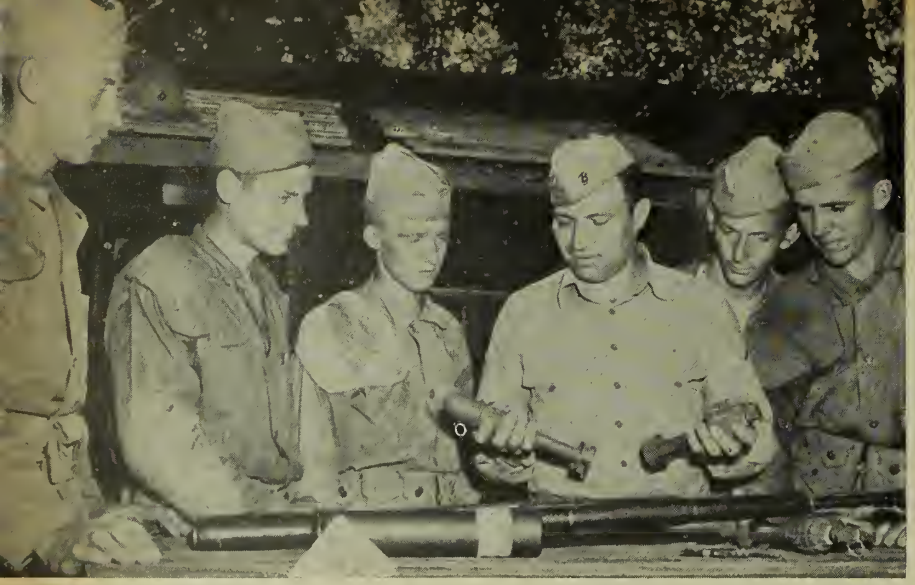
The Navy has had an interest in the Antarctic since the first naval expedition under Lt. (later Rear Admiral) Charles Wilkes, USN, in 1838, and this interest is expected to continue in the future. The war intensified the Navy's program of scientific research. with much new equipment added to facilitate scientific research. It is the Navy's policy to continue to extend scientific research on as broad a scale as possible, in every field. The Antarctic provides a vast proving ground for many scientific projects, and the Antarctic Developments Project 1947 is only one more step in the Navy's peacetime program of science.

ONLY BIRDS and seals continuously inhabit ice-bound shoreline. Haughty penguins are permanent residents, but whales spend winter in warmer waters.

Copyright Nat'l Geographic Society



MUZZLE



TWO HANDFULS of death are held by grenade instructor, above. The six-man team below carries new 81 mm. mortar—improved but still plenty heavy.



IMPROVED 60 MM. mortar (below) has no bipod, is sighted by mortarman shifting to align on target. Small base plate, new sights are modifications.



NEW INFANTRY weapons, from small arms to mortars and 75 mm. rifles, are in store for marines. Some have just become service issue, some are in the service testing stage and some still must be classified as purely experimental.

The immediate trend is toward recoil-less weapons and an overall weight reduction in small ordnance equipment. A more remote trend is toward the rocket in infantry ordnance. The aim is to provide the individual marine in the field with maximum firepower in weapons he can lug up to the fighting area himself or with minimum assistance, set them up and start shooting.

As is the case with virtually every piece of Marine Corps ordnance, Army Ordnance engineers play a big part in design and development. Original ideas may come from Marine or Army sources; original design and development are carried out by the Army. The Army then invites the Marine Corps to recommend and offer suggestions to be incorporated in the new weapon. Later, the Marine Corps tests the weapon under service conditions and, if they like it, arrange procurement through the Army.

What's in store for the marine? Well, the new developments extend right down to some of his basic personal artillery.

The .30 caliber Garand (M1) and the .45 caliber pistol will remain standard equipment. But the M1 carbine, classed as "substitute standard" issue, has had its face lifted. A new model, the M2, features both semi- and full-automatic fire, a 30-round magazine, and a firing rate on full automatic of 800 rounds per minute, considerably in excess of most machine guns. The M1 carbine, of course, could be fired only semi-automatic. The M2 carbine has been accepted by the Marine Corps and procured in limited quantities, and will replace the M1 carbine in general issue when enough are available.

The old reliable Browning Automatic Rifle (M1918 A2) remains standard issue, but the Marine Corps is looking for something better. Many arms manufacturers in recent months have demonstrated new models, hoping the corps will find the one it's looking for—a lighter gun that will do everything a BAR will do. That's quite an order, come to think of it.

The Garand, by the way, has replaced the old Springfield (03), except for sniper purposes. A modified Garand, the M1C, has come out with a sniper's 'scope, but the corps has not shown an interest in this one as yet.

We'll have to report no change in the machine gun picture. The Thompson M1928-A1 is the standard submachine gun, and the MarCorps is using the prewar model for the very good reason they had plenty of them on hand when the wartime model

POWER

came out. The wartime model wasn't an improvement anyway, just a new design to facilitate mass production. The machine guns calibers .30 and .50 will continue, in both air-cooled and water-cooled models.

A new mortar has been issued and another is undergoing test. Both are considerable innovations. The M19 60 mm. mortar has been issued to the service. It is a radically simplified, but still heavy duty infantry mortar. The M19 can be carried and set up by one man, and includes several new features for ease of firing. The mortar is set up on a base plate but has no bipod. Instead, the operator provides the support and aims the mortar by looking through a sight on the tube and simply shifting his body. Elimination of the elevating and traversing mechanisms considerably speeds up the process of aiming and firing, an advantage somewhat off-setting the loss of accuracy. Conceivably, one marine could tote a new 60 mm. mortar through dense jungle, reach a firing position, set the mortar on its base plate and drop to one knee, and he'd be ready for action. A simple ammunition train would supply the weapon.

The other mortar is too much for one man—in fact it breaks down to a six-man load. Still in test stage, it is the M21 81 mm. mortar. It features a few innovations of its own. It is easily adapted to long-range fire or close-up work. The tube is in two sections, only one of which is used in short-range fire. The extension piece may be latched on for long-range fire. The base plate, likewise, is adapted for the two types of fire. The entire base plate is used in long-range work, a section of it only in short-range fire. It is the first extension-tube mortar the Marine Corps has used. It fires standard 81 mm. mortar shells, and is similar in size to 81 mm. mortars in present use. But remember, the M21 is still experimental; you won't see it in service for awhile.

Newest in the Marine Corps recoilless weapon field are two pieces, one of which could give a single marine all the hitting punch of a French "75". One is the 57 mm. rifle, M18, the other is the M20 75 mm. rifle. Each can be lifted and carried by a single man. The 57 mm. rifle, furthermore, may be fired from the shoulder by a single man.

It seems incredible that the recoil of either of these weapons wouldn't toss the entire gun crew on its collective fanny. Here's how it works. The rifle fires in more or less the conventional manner—that is, a projectile is expelled by the pressure of gases which results from the burning of a propellant powder in the chamber. But the recoil is eliminated by allowing a certain portion of the gases to blow out the rear of the piece, canceling out the back pressure. The result is a rifle that, theoretically, you could balance on a wine glass and fire without spilling a drop. It is also a rifle you can't stand in back of when you fire it, so to speak. The back blast of hot gases cuts an unhealthy swath in the atmosphere 20 feet aft of the breech.



Official U. S. Marine Corps photographs

TANK TERROR bazooka has been modified since it was first carried into battle with tube slung high over shoulder. This one breaks in two for carrying ease.

The M18 57 mm. rifle normally is fired from the shoulder and is especially suited as a light anti-tank and anti-personnel weapon. Two dozen were issued for field testing to the old First Special Marine Brigade, and the guns were successfully tested by that group at Camp LeJeune, N. C. When the Brigade was disbanded, the pieces were turned over to the Second Marine Division. Both rifles are still under test, not yet procured for general service issue.

Even the bazooka has been modified. A new M18 bazooka of light aluminum alloy has been accepted but not procured for general service issue. The present M9-A1 bazooka itself represents a late wartime modification. The firing circuit in both models is powered by magneto, eliminating the bulky batteries which used to be standard equipment with the deadly stovepipes. And both the M18 and the M9-A1 have the added feature that they may be broken down for relative ease of carrying. The long pipe no longer sticks up into the air over the carrier's shoulder.

Greater protection for marines in battle is provided by a new armored vest. It is a sleeveless jacket weighing about eight pounds. Plastic inserts make the vest proof against some small arms fire. The vest was designed to protect ground troops against low velocity bullets and fragments. The vest, by the way, was a development of the Naval Research Laboratory (see ALL HANDS, June 1946, p. 56).

Footslogging Firepower Is Still Important To Men Who Meet Enemy At Close Range, So We Still Improve 'Personal' Arms

You can't find a healthy young American who hasn't thrown a baseball. Taking advantage of this fact, the Marine Corps is experimenting with a new hand grenade just baseball-size. Tests thus far have indicated the grenade can be thrown farther with greater accuracy than can the familiar "pineapple."

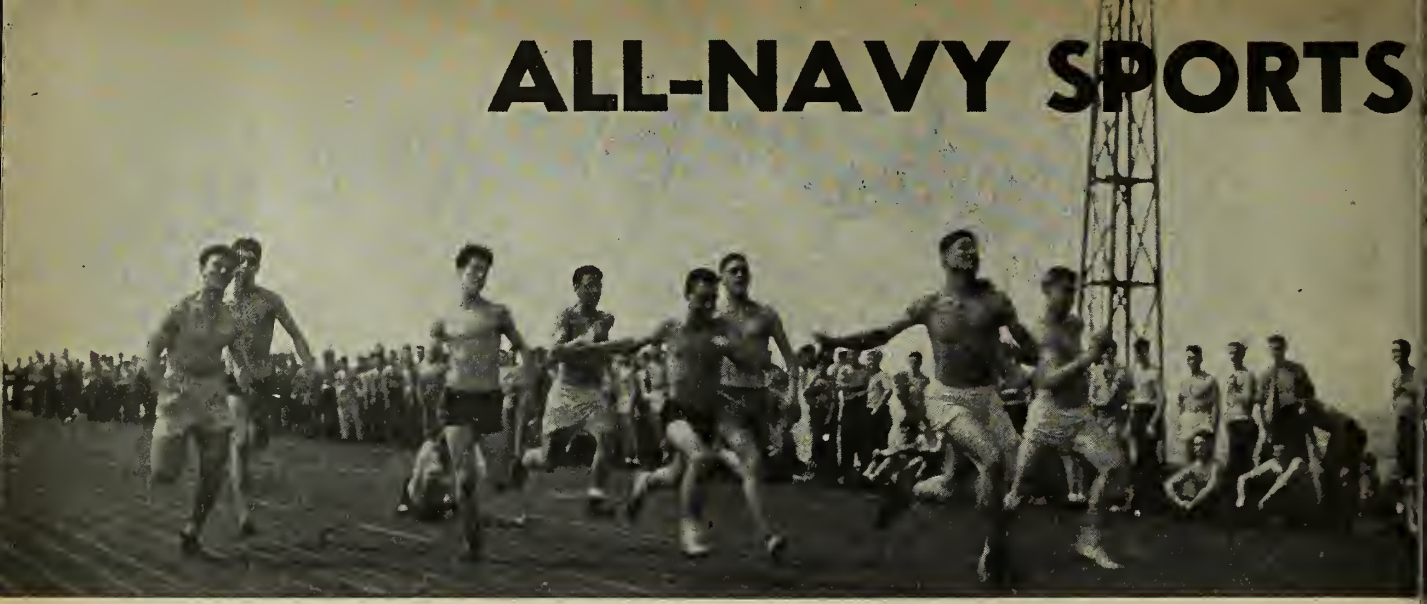
The new grenade is designed to explode on impact, eliminating the chance that a nimble enemy may pick it up and hurl it back in your face. The baseball grenade must, however, be classed as still experimental.

The Marine Corps also is working on modification of the rifle grenade and launcher. Principal modification of the new grenade launcher will permit semi-automatic firing of the M1 rifle with launcher attached.

Following the trend toward increased portability of weapons, many miscellaneous ordnance items have been redesigned and are being constructed of lighter aluminum and magnesium alloys. Light-weight construction has been applied to such varied equipment as machine gun mounts and ammunition boxes, with better than 200 per cent saving in weight in some items, a great break for those who have to carry them to the field of action.

The Marine Corps isn't looking for a fight these days, just keeping prepared. When the chips are down and one man is up front with one gun, the corps wants to be sure he can do the biggest, most effective job in the greatest hurry possible.

ALL-NAVY SPORTS



OFF TO FLYING start in the Navy's postwar athletics program race men of an aircraft carrier, getting in condition.



FOOTBALL, BASKETBALL and boxing—three of the Fleet's most popular sports—furnish amusement and excitement as Navy men tune up for contests.

'30' for Chief Dwyer

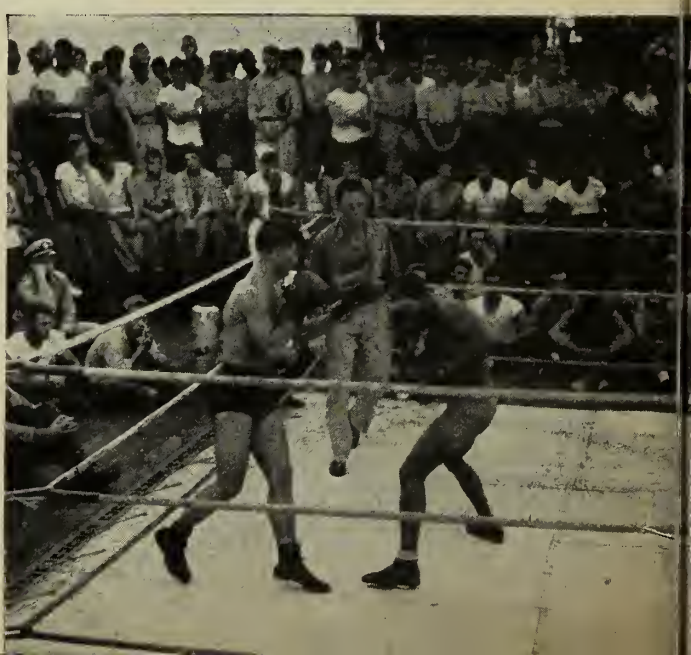
With this sports article, Chief Signalman Harry Dwyer sings his swan song. His 30 years in the Navy are up.

A member of the Navy since before World War I, Chief Dwyer has covered All-Navy contests in boxing, basketball, baseball, wrestling and football. He has officiated at hundreds of boxing bouts and baseball games on the civilian sports scene, as well as for the Army and Navy. The chief has promoted and emceed Red Cross, Army and Navy shows, smokers and Happy Hours, on board ship and in the ETO.



Chief Dwyer





RETURN

HAPPY DAYS are here again for the Navy athlete and his enthusiastic backers, the sports fan!

Yes, sir, the seagoing athlete is on the march once more, heading for the spot in the sports spotlight which he held before the Japs threw the low punch at Pearl Harbor.

Trona Field, San Pedro; the Municipal Stadium at Long Beach; the All-Navy championships at Panama and Cuba, all gathering dust in the archives of memory, are to be restored to their rightful places on the calendar of sports for Fleet competition.

For a long time the Bureau of Naval Personnel has been toying with the idea of bringing the All-Navy competition back. Records of the past proved it to be one of the most outstanding morale boosters in the prewar program and with the demobilization program all wrapped up and delivered, a new program of sports was the right prescription needed.

Plans were made, details were gone over minutely and the final result was an All-Navy program sponsored by the Bureau of Naval Personnel. A bigger and better "sports for all" program will be under the direction of the Physical Fitness Director of the Welfare and Recreation activities of the Bureau.

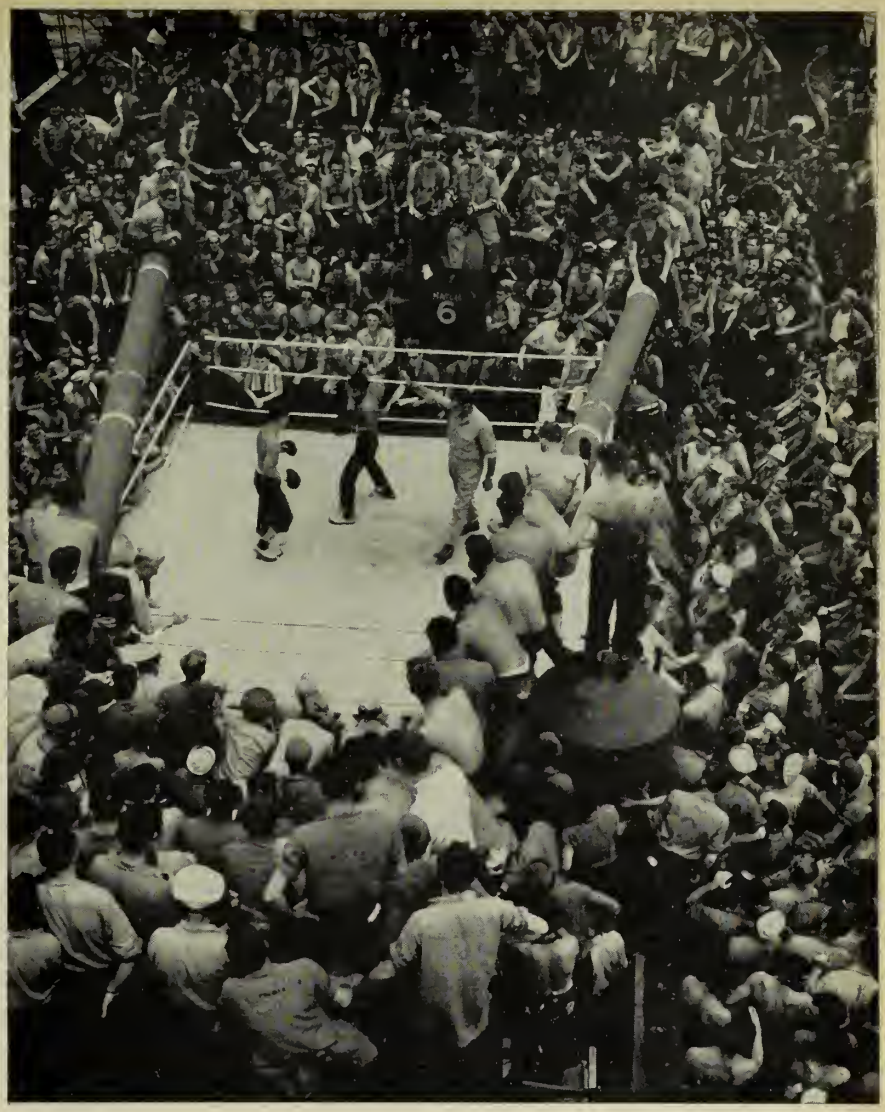
It will be a new deal in all-around competition. All the major sports have been listed on the agenda for future competition with the All-Navy high hat hanging in the balance.

Picture in your mind's eye a capacity crowd watching a football game, a boxing match with all its frills and thrills, or a closely fought basketball game with the spectators yelling themselves hoarse. That was an All-Navy contest in the prewar period! And that is what the Physical Fitness and Recreation Program is shooting at for the postwar athlete.

Boxing, wrestling, basketball and, in fact, the majority of the major sports will be represented in the new program. As the seasons roll by, each will have its own turn in All-Navy competition.

In the vanguard will be basketball, the finals of which will be held at the Great Lakes Naval Training Center on March 26 through 29. Here the outstanding teams drawn by the elimination method, or league championship as determined by season play, will play their hardest, the winner to be known as All-Navy basketball champions for 1947.

The new All-Navy finals will be on a much higher scale than those of prewar days. According to the new program, the station where the finals are held will be hosts to the participants. This means that messing and housing facilities will be taken care of by the hosts and all arrangements and incidentals that go with the running of a championship tournament are no longer "on the worry list" of the stations or ships who are sending representatives for the championship play.



BOXING is one of the most popular of Navy sports and Navy men have fought on to win many world's championships in the ring after leaving the service.

For the basketball tournament, the commandant of the 9th Naval District and the commander of the Naval Training Center at Great Lakes have consented to act as the initial hosts. A tournament manager will be designated by the commandant.

Such items as publicity, local transportation, hiring of officials and the publication of tournament handbooks and programs are left in the hands of the tournament manager. Ticket distribution and supervision of the gymnasium, or any other items incident to the management of the tournament also will be taken care of by the tournament manager.

In past All-Navy championship events, transportation has been one of the obstacles which had to be overcome. The new program has hurdled these obstacles. In future All-Navy championship tournaments, teams and men participating will, whenever possible, travel by Navy air transportation. When such transportation is not available, funds have been authorized for men and teams to travel by rail, and temporary duty orders will be issued to each individual member.

Competition in athletics throughout the Navy is not new. Rear Admiral Robley D. "Fighting Bob" Evans placed Navy competition on a big-time basis in 1906, when as CincLant he inaugurated the system whereby athletic competition was equally divided among the ships, and prizes and awards were given individual members of a team. From that beginning, athletics in the Navy have risen to a place achieved by none of the other services.

It was in 1906 that the famous Battenburg Cup made its appearance in Navy sports. It was presented to the enlisted men of the U. S. Navy by their "cousins" of the British Second Squadron, and was formerly accepted by a committee of 21 enlisted men of the Atlantic Fleet from Rear Admiral H. S. H. Prince Louis of Battenburg, RN, who was in command of the British cruiser squadron.

The ceremonies took place 18 May 1906 on board the USS *Maine*, flagship of Rear Admiral Evans, in the presence of his staff, officers and crew of



'NEAR MISS' was this volley ball player's luck in a game on a carrier as the physical fitness and recreation program gets under way throughout Fleet.

the ships anchored in the North River at the time.

The Battenburg Cup is won in competition by selected crews pulling a 30-foot whaleboat. The winning ship may be challenged after three months have elapsed since the cup was competed for. To date it has been contested for 53 times, with the USS Louisiana successfully defending it four times, a record which still stands in Battenburg Cup competition. In all 34 ships have held the cup at one time or another.

One of the rules of the Cup competition is that a British ship may challenge the holder when one of their ships falls in with the current competition. The HMS *Argyl's* crew, on 4 May 1907, defeated one from the USS *Illinois*, the first winner of the trophy which went on the competition block 12 Sept 1906. Since that time only one other British ship has challenged.

In 1934, the HMS *Dragon* challenged but was defeated by the crew from the USS *Arkansas*, who pulled the mile-and-a-half race in dreary weather to win in 26 minutes, 42⅘ seconds—47 seconds in front of the *Dragon*.

As a special tribute to the Arky's oarsmen, the mayor of Newport, R. I., presented the "City of Newport Cup" to the crew of the winning ship to retain as permanent possession.

The following words are inscribed on the Battenburg Cup:

"To the Enlisted Men of the North Atlantic Fleet from their British Cousins of the Second Cruiser Squadron . . . in grateful remembrance of many kindnesses, tokens of good fellowship and wonderful entertainments that were given to them in cordial friendship by their comrades across the sea, Annapolis, November 1 to November 20, 1905, New York."

All-Navy competition came into vogue in 1921 in the Balboa Stadium at Panama. Previously, each division, squadron and individual activity had its own champion. With the exceptions of 1922 and 1928, the All-Navy championship competition was carried out without interruption until the war clouds hovered over the world in 1941, and all competition was called off. Hundreds of trophies emblematic of champions in every sport were stowed away in safe places until the war's end.

In the past, rivalry for the All-Navy titles was pleasant but keen. The ship sporting the "meat ball" from her mast signified that the ship was the winner of the "Iron Man Trophy," awarded for general excellence in athletics. It was a mark of distinction which every ship in the Navy fought for to the last ditch.

With the new All-Navy program for athletics now taking the spotlight, these trophies, many of which carry fond memories of the days that used to be, again will be on the competition block.

Among the trophies which were fought for with all the skill and daring of a world's champion were the President's Trophy, trophies donated by the various newspapers for rowing, those donated by several cities for individual sports, and the Commander-in-Chief's trophies awarded to the champions in their respective sports. All these and many new ones have been added as prizes and awards for the new All-Navy program.

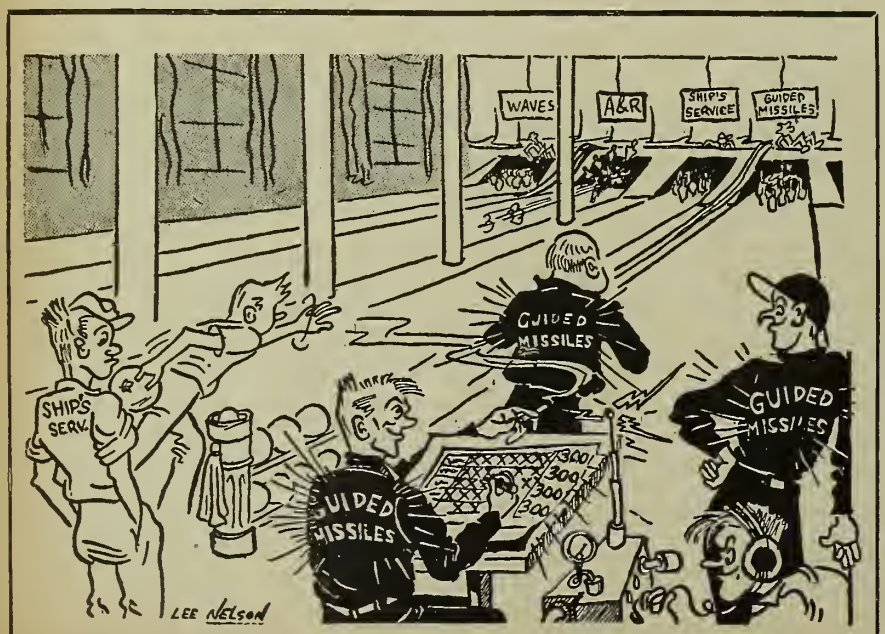
Navy boxing probably has furnished more world's champions and near-champions than any other sport. "Frenchy" Le Blanc, a corporal in the Marines, journeyed from Mare Island in the early days of the century to defeat "Nonpareil" Jack Dempsey for the then middleweight title, but was never given the honors.

Tom Sharkey, from the old *Philadelphia*, was another Navy athlete who made a name for himself, fighting around the time of Jim Jeffries, Marvin Hart, and Tommy Burns, in the early 1900 era.

Since that time the Navy has nurtured several world's champion boxers. Among the heavyweights were Gene Tunney of the Marines and Sailor Jack Sharkey of the old *Denver*. The middleweight champions were Babe Risko and Ken Overlin. Johnny Buff of the *Rhode Island* held the bantamweight title.

Wrestling came into his own when Ali Baba won the World's heavyweight championship. He was none other than O. Harry Ezekian, All-Navy light heavyweight champion of the *Utah* in 1924. Jack Bloomfield won his spurs as All-Navy welterweight championship from the *Idaho* in 1921; Ed "Bulkhead" Mullikin, light heavyweight champion, got his start on the *California* in the early twenties. Pat Campbell is another Navy man who climbed the ladder of success in the wrestling game.

While boxing and wrestling have claimed more world's champions than any other seagoing sport, the Navy has not been without its champions in the other sports. "Wiffy" Cox, a golfer



of note a few years back served aboard the *Wyoming*.

Bill Posedel, Jim Leavy, "Slim" Claybaugh, and a host of others, each a brilliant baseball player, were picked up from Navy competition.

When the present fitness program gets rolling each sport will have its own rules, with the finalists picked from the cream of the crop of Navy athletes who have proved by their play that they are eligible to take part in the All-Navy tournaments.

The rules of the National Collegiate Athletic Association will be used throughout the basketball tournament and will govern the play at all times. Officials will be selected from the approved list of the Western Conference Basketball Officials Association, with competent scorers and timers appointed from personnel available in the 9th Naval District.

Each squad will consist of a maximum of 10 players, a manager and an officer in charge. Teams may have two officers as playing members in the game at one time. Other than that, any Navy man, amateur or professional, who is attached to the unit representing his team on 15 February, is eligible to participate in the tournament. All eliminations will be completed by 1 March.

A big factor in the new program is that the financing of the All-Navy tournament will be done by the station where the All-Navy finals are held. The commandant of the 9th Naval District and the commander, Naval Training Center, Great Lakes, will finance the basketball tournament from the funds available to the command recreation fund and the local recreation fund of Com9 and the Center. Reimbursements for expenses incident to the operation of the tournament may be requisitioned by the commandant from BuPers Central Recreation Fund.

Each All-Navy tournament will carry its own awards and, as the season approaches, word will be sent throughout the Fleet, naming the place and date of the tournament and the particular sport for which All-Navy honors will be contested.

In the coming tournament, which will be known as the "All-Navy Basketball Tournament for the Secretary of the Navy's Trophy," prizes will be awarded the first, second, third, fourth and consolation winners. On the Secretary's trophy, which will be kept in a prominent place in the Navy Department, the name of the winning team and the year will be inscribed.

A smaller trophy, a replica of the Secretary's, will be awarded the winning team for permanent possession, and appropriate permanent trophies for the other winners will be awarded to the respective teams.

Members of the winning team will receive Navy belt buckles, suitably inscribed to denote membership on the winning team in the 1947 All-Navy basketball tournament. Medals will be awarded to all other members of participating teams, as well as awards to the individual high scorer and the runner-up of the tournament.

Invitations have been extended to the following commands to send representative teams:

ComServPac, to include Pacific Fleet and shore stations.

ComServLant, to include Atlantic Fleet and shore stations.

Winning team in play-off between champions of 1st Naval District and 3d Naval District (Com 1 and Com 3).

Winning team in play-off between champions of 4th Naval District and 5th Naval District (Com 4 and Com 5). Winners to meet winner of play-off between Potomac River and Severn River Commands.

Winning team in play-off between champions of 6th Naval District and 7th Naval District (Com 6 and Com 7).

Winning team in play-off between champions of 8th Naval District and 9th Naval District (Com 8 and Com 9).

Championship team of 11th Naval District (Com 11).

Winning team in play-off between champions of 12th Naval District and 13th Naval District (Com 12 and Com 13).

Naval Air Training activities, Marine Corps activities, 16th and 19th Fleets, and other naval activities will compete in their Naval District play-offs.

Commandants of the 3rd, 5th, 7th, 9th and 12th Naval Districts will be in charge of their respective elimination tournaments in the basketball play.

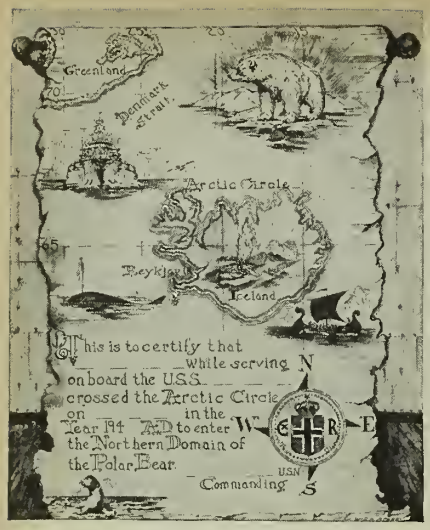


BREAKING THE TAPE in the 80-yard dash, this man may go on to compete in the All-Navy games to bring sports honors to his ship or station.



NAVY SPORTS are played on shore as well as aboard ships. Here a group of men take part in a volley ball game on one of the South Pacific Island bases.

DEEP SEA DIDOS



ARCTIC CIRCLE travellers get this certificate when they cross into frigid 'Northern Domain of Polar Bear.'

NAVAL TRADITION is imbued with the spirit of clashing cutlasses and booming gunfire, heroic actions and valorous battle cries—but there's a humorous side, too.

Reminders of this humorous side of naval tradition come to us in the form of certificates—official and unofficial—presentation of which in many cases is accompanied by picturesque ceremonies.

Probably foremost among these is the cherished Neptune Certificate, which reveals that its owner has been taken into the ranks of the trusty Shellbacks—that *corps elite* composed of men who have crossed the equator and have been initiated into the solemn mysteries of the deep.

The gleeful ritual which accompanies the Neptune Certificate's award has an origin shrouded by the salt-encrusted past. But it is believed that this merriest of events in the cruise of any ship crossing the equator evolved from truly solemn beginnings. In earliest days of sailing, historians point out, ceremonies of propitiation were carried on by seamen who were fearful of Neptune, mythological god of the seas.

Chroniclers of sea history believe that today's ceremony is a continuation of these traditions of other days, even though sailors long since have come to doubt the existence of Neptune. In later times, ceremonies are known to have taken place when ships crossed the 30th parallel, and when passing through the Straits of Gibraltar.

Pollywogs, as the uninitiated are called, covet the prized certificate which proclaims: "To all sailors wherever ye may be: and to all Mermaids, Whales, Sea Serpents, Porpoises, Sharks, Dolphins, Eels, Skates, Suckers, Crabs, Lobsters and all other living things of the sea" that said Pollywog "having been found worthy to be numbered as one of our Trusty Shellbacks he has been duly initiated into the Solemn Mysteries of the Ancient Order of the Deep."

In the past, submariners, with their characteristic touch, introduced a novel variation to the Neptune ceremony by diving under the line instead of crossing over it as surface craft are forced to do.

Another relic of the past is the certificate denoting initiation into the Realm of the Golden Dragon, performed when ships cross the International Date Line, sailing westward. Historians claim that the Golden Dragon ceremony was instituted by the Navy transports USS *Henderson* and USS *Chaumont*, which made frequent cruises across the Pacific before World War II.



GET A PLANK Owner's Certificate and you become part-owner of your ship—when she's decommissioned.

Although not widely known, another which is slowly inching its way onto the list of salty tradition is the Plank Owner's Certificate. As its name implies, it gives the owner clear and unencumbered title to one plank or section of plank from the deck of his ship upon decommissioning.

The origin is obscure, but historic scuttlebutt explains it this way: The term once was used to describe old-timers who had served more than their share of time aboard the same vessel, and who were members of the commissioning crew. After having completed 15 years, or three consecutive enlistments aboard the ship—depending upon which version you take—they were ceremoniously awarded rights and privileges which entitled them to "one plank or section thereof." Upon decommissioning or repair, as the story goes, the oldtimer sometimes received a portion of a plank from the deck—a nice little ornament for the family mantel.

Wooden decks in the main having given way to steel, chances are you'll never actually possess a bit of timber from your old ship. But under the modern version, if you've served aboard for a year, a month and a day, and were a member of the commissioning crew, you're a plank owner. The service requirement is omitted by many vessels.

A variation of this is the Shackle and Grommet Owner's Certificate, which has requirements similar to those for the Plank Owner's, and which gives its owner title to a half-inch shackle.

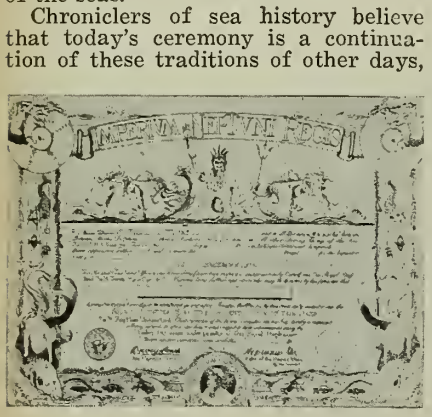
Another of the newer additions to the growing list is the Arctic Circle, or Polar Bear, Certificate, given to men who have crossed the Arctic Circle. The document is elaborately designed and fitting for any sailor's den.

An offshoot of the Polar Bear Club is the Royal Order of Blue Noses, a select little group of sailors who crossed the Arctic Circle during a recent training cruise (ALL HANDS, November 1946, p. 12), and who commemorated the event by bringing out their own certificate.

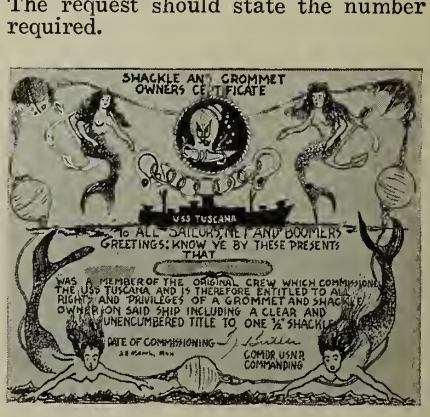
No certificate is known to have been designed by men who have crossed the Antarctic Circle, but the naval expedition to Antarctica (see p. 2) should produce another newcomer to the list—unofficial, at least—since the operation involves approximately 4,000 men and more than a dozen Navy ships.

Of these certificates upholding the salty traditions of the Navy, all but two rank as unofficial, and the future undoubtedly will see many more joining the list as sailors continue to express their nautical whimsey in this lighter side of naval tradition.

Those recognized as official are the Neptune and Arctic Circle certificates, which can be obtained by COs from the Naval Supply Depot, Norfolk, Va. The request should state the number required.



MOST ANCIENT of them all—King Neptune's Certificate—is given Pollywogs when they first cross equator.



SHACKLE AND Grommet Owner's Certificate gives holder title to a half-inch shackle from his own vessel.

SAIPANORAMA





PACIFIC PARADISE? That's what many Navy families think of Saipan, and here are some of the reasons why. Upper left: Navy children like the island because they are always near an "ole swimmin' hole." Upper right: Trio of sailors get in some golf at the Saipan golfing club. Right: Navy wives take it easy on the beach, acquiring a tan. Lower left: Soft sand, shining sun, shimmering waters of the Pacific make for off-duty hours of real pleasure on island beaches. Lower right: Coney Island hot dogs in a Pacific island setting—here is one of the many stands which dot the beaches.







HERO OF



DEWEY'S FLAG flies at the main of the Olympia, the cruiser that led the Asiatic Squadron into Manila Bay and to victory over the Spanish.

CROWDS BANKED the piers, the roofs and Riverside Drive as New York turned out to greet his returning ship. They packed the streets to catch a glimpse of him on parade. Electric lights spelled out his name across the great span of Brooklyn Bridge.

Thronging thousands pressed close to the east steps of the Capitol in Washington to see the President hand him a sword of honor.

Towns, children and cigars were named in his honor; arches erected, flags unfurled and medals struck. Cities vied for the pleasure of his presence. He was the yo-yo craze, the Sinatra swoon, the World Series fever, the V-J holiday rolled into one national delirium. He was the man of the hour, the maiden's dream, the young man's idol, the theme of a thousand Sunday sermons.

He was the Hero of Manila, Admiral of the Navy by special act of Congress.

He was George Dewey.

He was also a somewhat bewildered man, grown old and tired in the service of his country, suffering with a liver complaint and, in his own words, "scarcely equipped . . . for a role as the central figure of public applause." Only a year and a half earlier, on 30 Apr 1898, Dewey was 60 years old, an obscure commodore barely known outside the Navy, but on 1 May he led the Asiatic Squadron into Manila Bay, destroyed the Spanish squadron and became a national figure.

"In a day," Dewey wrote in his autobiography, "my name was on everyone's lips. The dash of our squadron into an Oriental bay 7,000 miles from home had the glamour of romance to the national imagination." But Dewey contrives to picture himself too much the result of historical accident. Actually, even if he was unprepared for the nation's kudos, Dewey built his fame of every sanctioned ingredient. Bucolic boyhood, scholastic diligence, professional devotion and heroic emulation—Dewey had 'em all.

He was born on 26 Dec 1837, the youngest of three brothers, at Montpelier, Vt., in whose environs he practiced every rustic sport. Just before entering Annapolis in 1854 Dewey, along with four other students at the Norwich, Vt., military academy, was haled into Windsor County Court, charged with breaking up a hymn singing with a rival concert.

Dewey finished his first year at the Naval Academy, 33rd of 35 surviving students. When 15 were graduated in 1858, Dewey ranked fifth. He was shaky in geography, history and gunnery. By unrelenting study Dewey filled these gaps in the years following graduation.

The future hero of Manila made his midshipman cruises in the Mediterranean and Caribbean, then came home in January 1861 to be commissioned a lieutenant at 23 and to find the United States on the brink of civil war. Now Dewey, dead on the trail of his destiny, found the man he must emulate — David Glasgow Farragut (ALL HANDS, p. 23, August 1946).

Dewey first admired Farragut from respectful distance, while serving as executive officer of the side-wheeler *Mississippi* during the capture of New Orleans and the battle of Port Hudson. Not that Dewey had eyes for Farragut alone during this campaigning on the Mississippi River. Capt. Melancthon Smith of the *Mississippi* reported to the Navy Department, "I consider that I should be neglecting a most important duty should I omit to mention the coolness of my executive officer, Mr. George Dewey. . ."

Later, during this same period, Dewey examined Farragut at closer range on "Old Heart of Oak's" flagship, the sloop *Monongahela*, on which Dewey also served as executive officer. He found the old admiral such an egregious character that much, much later as the Asiatic Squadron steamed into Manila Bay on the eve of battle Dewey was thinking of the indomitable sailor.

He found service under Farragut most valuable and wrote in 1913, "Farragut has always been my ideal of the naval officer, urbane, decisive, indomitable. Whenever I have been in a difficult situation, or in the midst of such a confusion of details that the simple and right thing to do seemed hazy, I have often asked myself, 'What would Farragut do?' "

Dewey hazards no suggestion as to what Farragut would have done in the years following the Civil War, when the younger officer was shunted from one antiquated hulk to another—always as executive officer. From 1862 to 1867 he served in nine different ships as exec. By this time the Navy had dwindled to a handful of ancient



AMERICAN GUNNERY improved with every round, '. . . opening upon them a horrible fire. . .' Three Spanish ships sank; eight others were burned.

MANILA

craft, the laughing stock of the nations. Dewey rode out some of this period in the lighthouse service, became a commander in 1872 and occasionally took his turn in foreign ports.

In 1884 Dewey became a captain and took command of the *Pensacola*, which he described as an "old tub," for his final experience in sail and his last sea duty before the war with Spain. From 1890, when Dewey became Chief of the Bureau of Equipment, he was to identify himself with the growth of the "new Navy," a fleet of fast coal-burners, torpedo boats, armored cruisers and battleships, all with long range naval rifles. He put in a year as a member of the Lighthouse Board and two as president of the Board of Inspection and Survey.

A commodore now—it was the summer and fall of 1897, Dewey was convinced that war with Spain was imminent and he began political maneuvers that would land him command of the Asiatic Squadron. This was, as Dewey said, "an efficient force in the Far East" and it was "so far away from Washington" that he would have "a free hand to act."

Dewey's intercessor was Theodore Roosevelt, then Assistant SecNav and already a Navy enthusiast. At Roosevelt's insistence, Dewey asked the help of a senator from his home state and obtained the appointment. He sailed from San Francisco on 7 Dec 1897, after studying charts of Philippine waters and taking care that ammunition should be shipped to the squadron.

Dewey knew what task awaited him.

Roosevelt knew what he was about when he told Dewey, "I want you to go. You are the man who will be equal to the emergency if one arises."

The commodore relieved Acting Rear Admiral F. B. McNair of the command in the harbor of Nagasaki, Japan, on 3 Jan 1898, and hoisted his broad pennant in the *Olympia*. Besides the *Olympia*, a cruiser, there were the *Boston*, a small cruiser; the *Petrel*, a gunboat; and the *Monocacy*, a paddle-wheel steamer. The cruiser *Concord*, joined in Yokohama. The cruisers *Raleigh* and *Baltimore* and the revenue cutter *McCulloch* reported in Hongkong.

In that port Dewey got a message from Roosevelt on 25 Feb 1898. "Keep full of coal," it read. "In the event of war with Spain, your duty will be to see that the Spanish squadron does not leave Asiatic coast, and then offensive operations in the Philippines."

Dewey drilled his crews, kept his ships coaled and provisioned, dismantled the ancient *Monocacy* and distributed her crew to the other vessels. He arranged a temporary base at Mirs Bay, just 20 miles down the China coast from neutral Hongkong, and sailed his squadron there on 24 April.

The crews continued to exercise at target practice and general quarters. The ships, alerted by dispatches from the Navy Department, had already been painted wartime gray. On the next day at 1215 SecNav cabled:



CHILDREN AND CIGARS took the name of George Dewey, while cities vied for the pleasure of entertaining the tired, bewildered national hero.

"War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. . . You must capture vessels or destroy. . ."

At 1400 on 27 April the squadron got under way for Manila Bay, 600 miles away, proceeding in two grim columns.

Dewey was making no mistake. In Manila Bay, while Spanish officers took their ease in comfortable quarters ashore, their ships cowered under the guns of Cavite Arsenal. Spanish intentions to mine the bay, fortify its approaches and fight from a base in Subic had bogged down in tropical indolence.

The Spaniard had no reason to feel secure. His squadron—the *Reina Cristina* (flag), *Castilla*, *Don Juan de Austria*, *Don Antonio de Ulloa*, *Isle de Luzon*, *Isle de Cuba*, *Marques del Duero*, *Velasco* and *Lezo*—floated only 31 guns above 4-inch caliber; the Americans had 53. The Spanish had 44 guns under 4-inch; the Americans had 56. They had 13 torpedo tubes; the Americans eight. Neither had an armored ship. In number of officers and men the squadrons were almost equal.

And in this fashion, sleeping like a lizard on a log, the Spanish squadron awaited Dewey and his striking force.

The Americans sighted Luzon on the morning of 30 April and hove to while the *Boston*, *Concord* and *Baltimore* proceeded at full speed to scout Subic Bay. They returned at 1530 and reported that no enemy had been found. "Now," Dewey told Comdr. P. B. Lamberton, his chief of staff, "we have them."

He called the commanding officers to the *Olympia* and informed them, "We shall enter Manila Bay tonight and you will follow the motions and movements of the flagship, which will lead."

At midnight, with the crews at quarters and one masked light showing astern each ship, Dewey and the *Olympia* led the squadron at full speed through Bocca Grande channel, under the guns of Corregidor, Caballo



THRONGING THOUSANDS packed the streets of New York to catch a glimpse of the Hero of Manila in a parade.

Island, Punta Restinga and Punta Gorda. All were silent as the *Olympia, Baltimore, Raleigh, Petrel, Concord, Boston* and *McCulloch* slipped into the bay.

Not until the rear of the column was between Corregidor and El Fraile did guns flash from the darkened shore. El Fraile battery lobbed three inaccurate shells. The *Boston, Concord, Raleigh* and *McCulloch* replied. Then El Fraile was quiet too.

Reducing speed to four knots, Dewey led on toward Manila, 30 miles down the bay, where he expected to find the Spanish at dawn. The men snatched a little sleep at their guns and were served coffee on stations at 0400. Dewey sent the *McCulloch* to an unfrequented part of the bay, wanting only combatant ships in the engagement, and pushed on.

Finding no trace of the foe at Manila anchorage, Dewey came about slowly, closed up the column to 400 yards and headed for Cavite. About 0505 three Manila batteries opened fire, but the shots splashed harmlessly. Only *Boston* and *Concord* answered. Dewey was operating 7,000 miles from the nearest U. S. Navy Yard and had warned his skippers to be stingy with their ammunition.

Six miles west of Manila, between Cavite Peninsula and Sangley Point, Dewey found his prey just as dawn broke broad on the bay. At a signal from the *Olympia* the battle line closed up to 200 yards. The Spanish ships, some moored, some under way, formed an irregular crescent before Cavite.

At 0515 Cavite forts joined Manila batteries in the inaccurate shooting. Then the Spanish ships opened up, but Dewey held to a converging course at eight knots, keeping the enemy on his starboard bow. At 0540, 5,000 yards from the Spanish squadron, Dewey turned to the captain of the *Olympia* and said, "You may fire when you are ready, Gridley."

An 8-inch in the *Olympia's* forward turret spoke first, the signal for the other ships to join the action. Maintaining unceasing rapid fire, the American squadron fairly smothered the foe. Dewey led his ships within 1,500 yards of Sangley Point battery on this westward course, sinking one and driving off another Spanish launch headed for the *Olympia.* Then the column came about and headed eastward, giving the squadron a chance to use both port and starboard batteries, cover all the Spanish ships and the shore guns.

Five such runs they made on the Spanish, three from the east and two from the west, turning with port helm after each two-mile run. The *Don Juan de Austria* and the *Reina Cristina* made courageous, desperation sorties against the *Olympia,* but turned back when subjected to concentrated fire of the Asiatic Squadron which improved with every round. One 8-inch shell raked the *Reina Cristina,* destroying her steering gear and killing 20 men. Other shells blasted her forecastle, after orlop, poop, after ammunition room, sick bay and carried away the mizzen-mast with admiral's flag and ensign.

Shortly after 0700 Rear Admiral Patricio Montojo, commanding the Spanish squadron, shifted his flag from the helpless *Reina Cristina* to the *Isla de Cuba.* By this time American guns had reduced the *Castilla* to flaming hulk. abandoned by her entire crew. The *Don Juan de Austria,* also on fire, was badly damaged and the *Isle de Luzon* had three guns dismantled. The *Marques del Duero* fared little better.

Spanish fire, understandably, was sporadic and badly aimed.

Dewey had just started his fifth run of the shuttling assault, drawing within 2,000 yards of the foe, when a startling report reached the flag bridge. Only 15 rounds of 5-inch remained in the *Olympia,* Dewey was told. At 0735 he withdrew to contemplate this disturbing thought and, by the way, to give his crews their breakfast.

At breakfast Dewey learned the ammunition shortage had been exaggerated.

Up to this time the *Olympia* had been hulled five times and her rigging cut in several places. The *Baltimore* was hit five times, the *Boston* four and the *Petrel* once.

They stood in to finish the job at 1116.

Dewey found little left to oppose him—the tiny 1,160-ton *Don Antonio de Ulloa* and the shore batteries. The *Ulloa* sank in a few minutes under the concentrated fire. The squadron ceased fire at 1230 with the batteries silent, the enemy ships sunk, burned and deserted; a white flag flying above government buildings on the beach. At 1240 the squadron departed for Manila anchorage, leaving the *Petrel* to toil until 1720 at firing the abandoned Spanish vessels.

Manila's guns were silent as the Americans drew abreast the city. Dewey sent word to the Spanish captain-general of destruction of his naval support. He dropped anchor when informed that the Manila batteries would not fire so long as the

American squadron did not bombard the place.

In his report to the Navy Department on 4 May Dewey listed three Spanish ships sunk, eight burned and two captured. These figures, of course, include ships that took no part in the action. The Spanish admiral counted 381 men killed and wounded, including those at Cavite Arsenal.

Not an American was killed in the battle and only seven were wounded, all of them on the *Baltimore*, by a single projectile.

Now Dewey concerned himself with the nagging problems of blockade enforcement, dealings with Spanish authorities and Philippine insurgents and defense against mine and torpedo attacks. He also worried about another squadron dispatched from Spain. While the U. S. public enthusiastically received news of the victory, Dewey was busy as a recruit in a swinging hammock.

British, German, Japanese and other foreign warships rushed to Manila to protect national interests. Dewey dealt decisively with a delicate situation involving the Germans, who sent a force of five ships about 20 per cent stronger than the American squadron, although their commercial interests in Manila were small. When the German ships, ignoring blockade restrictions, refused to identify themselves upon entering or leaving port, Dewey told a representative of the German admiral:

"Does Admiral von Diedrichs think he commands here or do I? Tell your admiral if he wants war I am ready."

The formal surrender and occupation of Manila took place on 13 August by prior arrangement with the Spanish. After a token bombardment from Dewey's ships, the ground forces moved in and took over. Dewey stayed long enough to warn President McKinley of the incipient Philippine Insurrection, but he was ready to come home in May, exactly one year after destruction of the Spanish squadron.

The President, upon authorization by Congress on 2 Mar 1899, appointed Dewey "an admiral of the navy, who shall not be placed upon the retired list except by his own application; and whenever such office shall be vacated by death or otherwise the office shall cease to exist." He had already been raised to rear admiral as soon as word of the victory reached the United States.

The President also left it to Dewey to choose his time of departure and homeward route. He was under considerable pressure to cross the U. S. by rail, but chose to return via the Mediterranean.

After a leisurely cruise, the Admiral and the *Olympia* arrived in New York to acknowledge the plaudits of a grateful country. A house was purchased for him in Washington, D. C., by popular subscription and, as provided by the unique law, he remained on active duty until his death at the age of 80 on 16 Jan 1917.

Even today Admiral Dewey ranks high as a national hero. A purvevor of pin-up pictures disclosed not long ago that, after MacArthur and Eisenhower, Dewey's photograph is most in demand.

THROW LIFE LINES BY ROCKET POWER



Official U. S. Coast Guard photographs

USING NAVY rocket power, Coast Guard officers prepare to launch 3-inch line in tests to determine best methods of "throwing" the life lines.



TERRIFIC BLAST of rocket propulsion starts line off on a 600-foot flight, above and below. Three-inch line is too heavy for ordinary throwing devices.



FASTER THAN SOUND?



Official U. S. Army Air Forces photograph

EX-NAVY FLIER Chalmers Goodlin stands beside XS-1 rocket plane which he flew on its first flight. He hopes it will travel three times faster than sound.

THE ARMED FORCES are eagerly watching tests on a new airplane designed to fly at speeds up to nearly three times that of sound. First supersonic aircraft to reach the actual flight-testing stage in the armed forces' program of research and development in this field is the XS-1. It is the first pilot-controlled plane designed to exceed the speed of sound, and represents the latest achievement in man's conquest of the air.

The rocket-propelled XS-1 (it's also the first comparable rocket plane to reach testing stages) is first undergoing tests just short of sonic speeds, as its engineers seek more data in this little-known speed range. Eventually its engineers hope the plane will attain its theoretical designed speed of 1,700 miles-per-hour at an altitude of 80,000 feet. If the plane, or a prototype, in its final full-power tests scheduled at an indefinite time in the future, actually reaches this speed and this altitude, it will mark the first time in history man has traveled so fast and so high.

Construction of the plane was undertaken by the Bell Aircraft Corporation, in cooperation with the Army Air Forces and the National Advisory Committee for Aeronautics. The rocket motor was procured through the Navy, whose design it is, and Reaction Motors, Inc.

The design posed entirely new problems for aviation engineers. The plane, if it is to accomplish its supersonic mission, must accelerate through the transsonic speed region of compressibility—the speed at which a solid object pushes its own sound waves into shock waves before it, piling up the air into "almost solid blocks of matter." The transsonic region has destroyed planes and killed pilots before. Anticipating the buffeting the plane will take as it crosses the barrier to pass into supersonic speed ranges, where control and external forces return to nearly normal, it has been constructed to withstand a force 18 times that of gravity—the sturdiest airplane ever built.

In the simplest terms, the XS-1 is a very rugged airframe driven by a powerful rocket engine. Surprisingly, for a plane designed to fly at such extreme speeds, it has nearly conventional design although it is unusually streamlined and its wings are very thin, having a maximum thickness of only 10 per cent of the chord.

Actually four separate rocket motors, burning alcohol and liquid oxygen, power the plane for its tremendous designed speeds. Each motor is capable of generating 1,500 pounds of thrust for a total of 6,000 pounds thrust, the approximate equivalent of 24,000 horsepower in the conventional reciprocating engine.

In tests which began last fall it was determined that the XS-1, after having been released, without power, from a B-29 which had towed it to altitude, glided at approximately 400 miles per hour but was capable of landing at speeds only slightly above the normal for conventional aircraft.

The pilot in these earlier tests stated that it handled easily despite the relatively tiny wings.

Problems of design of the plane as well as speculations on problems which may be encountered by its pilot in powered flight were made more difficult by the lack of wind tunnels in this country capable of testing models at speeds above that of sound. Authorities in charge of the tests have said that only speculation has based many of their innovations, and that no true data on the effects of sonic speeds on aircraft and men can be expected until aircraft make power flights into this almost unexplored region.

First Pilot - Controlled Rocket Plane Advances Never-Ending Quest By Aviation Engineers For Greater Speed, Efficiency

Prior to the construction of this plane, only projectiles and missiles of various types had ever reached supersonic speeds. In recent tests with captured German V-2 rockets, Army and Navy engineers have secured some data on phenomena at these speeds but the question of pilot-controlled flight by an aircraft capable of conventional aircraft-type operations remains unanswered.

Flight tests of the XS-1 are being conducted by Bell's test pilot, 23-year-old Chalmers "Slick" Goodlin, of Greensburg, Pa., wartime Navy flier.

During one of the early tests last fall, Goodlin, because of mechanical difficulties, couldn't release from the tow plane and the pressure built up in the XS-1 pressurized cabin to a degree almost intolerable for human endurance. He was forced to pull the emergency door-release handle, jettisoning the door and exposing himself to a dangerously rapid decompression, although he escaped injury.

These first tests of the plane were concerned with conventional performance standards, including the familiar "g" pullout and turn tests, structural strains, control positions and forces, yaw angle and rate of turn.

Acceptance specifications require that the plane respond satisfactorily to its controls at a speed of Mach number .8. The Mach number, named for the German scientist who devised the system, is used in designating speeds relative to the speed of sound. Sound speed varies according to temperature and altitude from 600 to 900 miles per hour. In order to indicate velocity in relation to the speed of sound the Mach number is used. Thus, a Mach number of .8 would be 80 per cent of the speed of sound at any altitude or temperature.

It is not anticipated that the final tests will be made until late this year. A period of 18 months to two years was allowed by the officials from the beginning of the tests last year, in order to determine everything possible about the characteristics of the plane before the unknown was attempted.

The plane itself is 31 feet long, 10 feet 10 inches high, and has a wing span of only 28 feet.

Plane, pilot and scientific equipment total nearly 5 000 pounds of weight, while the fuel carried in the final supersonic speed tests will weigh more than 8,000 pounds.

With its original power plant, the plane was expected to be able to climb at 28,000 feet-per-minute to an altitude of 60.000 feet; with its final power plant it is expected to climb 45 000 feet-per-minute to 80 000 feet.

Since the plane was designed primarily as a flying laboratory rather than as a military model, its range is extremely short—not much over a hundred miles.

BATTIN' THE BREEZE ON THE 7 SEAS

Submerged Wit

The U. S. submarine, on war patrol off the coast of Japan, was cruising along quietly at a depth of 150 feet when a sailor in the forward room decided to go aft to the galley for a cup of joe.

As he started down the narrow passageway, the sailor found his way blocked by a busy electrician's mate effecting emergency repairs and attempted to push his way past.

"Look, Mac," the EM growled, "I'm busy here. If you're in such a hurry to get aft you can go up and over!"

The Unsprung Spring

Anyone can go AWOL but it takes a mighty slick character to stay AWOL, as one sailor discovered not long ago. This inventive bluejacket, with an ingenuity deserving of better application, devised a method of escaping from a windowless room when a pursuer came in the only door.

He rigged a leaf from an automobile spring on the base of a skylight and put it under tension with a cable. He could grasp a rope and release the spring which would catapult him to the skylight and to freedom via a ventilator, the roof and a fire escape.

It all went for nothing when the FBI agents walked in without giving an alarm. They turned him over to the Navy, from which he had been AWOL for six months.

Cat-astrophe

Consider the plight of one of the Navy's Catalina flying boats, stranded in the desert.

The two-engined aircraft landed on Carl Pleasant Lake, a part of the Salt River Valley irrigation system, when one engine conked out. There was water in the lake then, but a drought has all but dried it up and the plane now rests in little more than a puddle.

There is no truth to a rumor, however, that the airdales have joined Hopi Indians in a snake-dance prayer for rain.



Sea Siesta

The Army found it impracticable to adopt a suggestion by a patriotic young lady that troops in the field be given a 30-minute nap during the day, but it would have been interesting had the idea been passed along to the Navy. Can you imagine such an entry as this one in the ship's log?

"1300. Hove to on signal from flag ship. Secured main engines. Knocked off work. Secured all watches. Taps."

No, as Maj. Gen. Edmond H. Leavey told the Army Transportation Association, these suggestions from civilians are not always feasible.

At Foam Abroad

The crew of one destroyer has a frothy tale to tell.

After a months-long Pacific drought of humid days and hot nights, during which a cold soft drink became a postwar dream, a coke machine was received aboard. Eager shipfitters fell to hooking up the mechanical oasis. In their hurry they neglected to put a check valve on the water line. When, with the CO_2 cylinder screwed in place, the supply officer dramatically turned the valve to release the gas, the ship became one, great floating soda fountain. From every scuttlebutt —from the showers, yet — issued streams of bubbling carbonated water.

Like Bob Hope, that tin can never left foam.

Baltimore Bugaboos

Baltimore held a city-wide seance recently, "raising" voices in the night, mysterious lights and tappings. A caller told the police at 0200:

"I felt a tapping on the roof of the car as I was parking. When I got out and looked up, there was a man suspended from something I couldn't see. He said 'Hello,' I said 'Hello.' Then he flew away toward the cemetery."

Another reported:

"A red light was flashing in the center of the thing and a voice was calling out. Whether it was calling for help. or just what it was saying we couldn't make out. The voice sounded like that of a man."

And still a third telephoned:

". . . Either it was coming down or I was going up. I was a little confused. It was like a funny-looking cloud. A light flashed inside. Someone hollered 'hello' or 'help'—one or the other. . ."

The inquiries continued well past daylight, flooding the police switchboard with calls. The baffled gendarmes finally learned that five free balloons, each carrying an instructor and five students. left NAS(LTA), Lakehurst, N. J., that night on a routine training mission.



Nosed Out

Among those vindicated in the Army-Navy football game, all but won by the Midshipmen, was Bill the Tenth. Bill, of course, is the Angora goat who acted as mascot of the Navy eleven throughout the season. Bill came under fire just before the West Point contest, being charged variously with cowardice, indifference and—above all—with smelling too sweet.

Gov. Coke Stevenson, canvassing his state of Texas, came up with Geronimo as a successor to Bill. Geronimo was billed as a "butting goat with cockleburrs in his hair" but he was 15 pounds lighter than Bill and not much more aromatic, according to some nose-witnesses. The Middies weighed the evidence and decided to stick with Bill for the big game.

No one was turning up his nose at Bill after the engagement. He was rowdy, if not redolent.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **HOUSING** for families of personnel afloat is a problem naval district commandants will attack, under a directive from CNO. The order said "it is considered mandatory in order to maintain the morale of personnel on sea duty that the shore establishment make definite provision for affording all possible aid to them in obtaining proper and adequate housing for their dependents."

Accordingly, housing offices will be established in naval districts and river commands to assist personnel afloat in obtaining housing. The offices will not duplicate civilian agencies doing the same service, but will insure that the needs of naval personnel are met.

The duty of housing officer will be assigned as a collateral duty under the district or river command personnel administration agency.

● **LEAVE** computation for services prior to 1 July 1946, under the Armed Forces Leave Act of 1946, is no deep-dyed plot on the part of ALL HANDS, as a host of letter-writers imply, nor is it unfair, as an explanation of the system will show. The method of figuring this leave is described in BuPers Circ. Ltr. 193-46 (NDB, 31 August) and hinges on a Congressional Act of 1874.

Key to the system can be found in the 1946 law which says, "Leave shall be computed on the same basis as leave is accumulated and accrued in the case of commissioned officers in the regular components of their respective branches of the Armed Forces." Stripped of official verbiage, this means simply that leave for service before 1 July 1946 shall be calculated just like it always has been for officers.

Suppose we go back to 1874, when Congress authorized Army officers busy fighting Indians west of the Mississippi to accumulate leave. On 29 July 1876 this privilege was extended to all Army officers, and a provision of the Naval Appropriation Act of 1899 gave the same privilege to naval officers.

Gist of these old laws is incorporated into Navy Regs, which states that "officers . . . shall be allowed, at the discretion of the Secretary of the Navy, 30 days leave . . . in any one year, or 60 days, provided that the same be taken once in two years, or three months if taken once only in three years, or four months if taken once only in four years. If the absence does not cover the entire period allowed, the balance thereof shall be placed to the officer's credit as belonging to the last year or years of the four considered and may be made available for future leave."

BuPers Manual augments this statement, providing that "the leave year extends from 1 July to the following 30 June, both inclusive. Thirty days for each year is credited on 1 July, and any accumulated is carried over to the next leave year, but the amount so accumulated is not carried in amounts exceeding four months."

Actually then, an officer's leave account operated on an "advance credit" basis and no part of that credit could be more than four years old. If an officer had more than 90 days accumulated on 30 June, the excess became four years old at midnight and died of old age. The next day, 1 July, 30 days advance credit could be added for the oncoming year.

The Armed Forces Leave Act, of course, changes this from an advance credit to an "earned accrual" basis, and sets 1 July 1946 as the day for change in method of computing leave. It should be apparent why BuPers Circ. Ltr. 193-46 requires that accumulated leave in excess of 90 days be dropped on 30 June 1945. On 30 June 1946 the 30 days which had been advanced the previous 1 July became fully earned.

Another question raised by the Armed Forces Leave Act is more quickly answered:

Q.—What is the purpose of having two ways of computing leave credits—one for men with 48 months or less active duty and another for men with more than 48 months service?

A.—The Leave Act provides for maximum leave credit up to 120 days and no more. A man with more than 48 months active duty had the opportunity to accrue more than 120 days leave credit. Future leave, of course, may accrue only up to 60 days.

● **RETIREMENT** of enlisted men is as confusing as a bowline to a boot, judging by the volume of mail on this subject received each month in the ALL HANDS office. Knottiest confusion seems to center on the choice allowed in retainer and retired pay under Public Law 720, 79th Congress, and earlier legislation.

Clarification will not be forthcoming immediately. BuPers must withhold instructions implementing that portion of Public Law 720 which pertains to transfer of enlisted men to the Fleet Reserve, and their right of election to receive pay on the basis of 720 or of previous law, until a decision of the Comptroller General clarifies the issue. Request for this decision is being prepared by BuSandA.

Until the decision is received about all you can be sure of is that the choice exists, and that CMM Horace Wingnut, USN, for example, is faced with the following alternatives:

Chief Wingnut first enlisted after 1 July 1925 and transferred to the Fleet Reserve after 20 years active federal service. He may elect to receive one-half of his base pay—an amount of $82.50—during his inactive service in the Fleet Reserve. When he is transferred to the retired list after 30 years total service, his retired pay would be the same as his Fleet Reserve pay, plus all longevity for active service (30 per cent of base pay). Retired pay would thus amount to $132.

Or, Chief Wingnut might elect to receive Fleet Reserve and retired pay computed at the rate of 2½ per cent times years of active federal service times total pay (2½% x $214.50 x 20 years), which in his case would total $107.25. If he elected this option, then on the completion of 30 years service and transfer to the retired list his retired pay would remain the same as his Fleet Reserve pay—$107.25.

Chief Wingnut might have held temporary officer rank, say as a lieutenant. In this case he would receive the retired pay of a CPO under either



QUESTION:

★ Do you think a man has a better chance to win a medal afloat or ashore?

Answers to this question, put to representative samples of men at a variety of locations, recommended duty in a combatant ship or air unit in wartime to the man who wants to win a metal.

Two-thirds (68 per cent) thought the chances are better afloat than ashore.

Three-fourths (73 per cent) thought the chances are better in a combat ship than in a non-combat ship.

Surprisingly, perhaps, men answering the question felt the chances of winning a medal were pretty equal regardless of type of combat unit to which assigned. Given a choice between surface ships, aircraft and submarines, one-third felt there is little choice among them, and never more than a minority voted for any one of the types in preference to the others.

Answers to two other questions revealed the men thought awards had been made on an equitable basis.

Ninety-five per cent answered "yes" to the question: "Do you think the people who got decorations, medals or awards during the war deserved them?"

Ninety per cent answered "yes" to the question: "Do you think enlisted men had much of a chance during the war to get decorations, medals or awards?"

of the above options until such time as SecNav advanced him on the retired list to the highest rank in which he served satisfactorily prior to 30 June 1946. Such advancement would normally occur shortly after transfer from the Fleet Reserve to the retired list.

Upon advancement to retired rank on the retired list he would become entitled to retired pay, from the effective date of retirement, computed in the same manner as he had previously elected to compute his Fleet Reserve and retired pay, but using the base pay of a lieutenant instead of a CPO. Thus if he had elected the first option above, that is the $82.50 rate, his retired pay as a lieutenant would be one-half the base pay of a lieutenant with more than 17 years' service ($137.50), plus 30 per cent longevity (30% x $275), making his total retired pay an even $220. If he had elected the second option, that is the $107.50 rate, his retired pay as a lieutenant would be computed: 2½ x 20 years x $357.50, making his total retired pay $178.75.

● **CASH ALLOWANCES** for quarters and subsistence of enlisted personnel, due to the financial outlay, are a cause for concern to BuPers, which recently directed attention to the Navy's policy as regards these payments. This statement of policy is contained in BuPers ltr. Pers-1021-HFC L16-8 (A) of 9 Oct 1944. It reads:

- In the absence of both quarters and messing facilities monetary allowances may be authorized for both facilities.
- In the absence of either Government quarters and/or messing facilities, monetary allowances are authorized for the facility not available.
- Where times and places of employment may make the use of Government facilities inexpedient or wasteful, monetary allowances are authorized for the facility or facilities involved.
- Where Government messing facilities are available, the allowance for subsistence cannot be paid regardless of the personal advantage that would ensue to the individual if such an allowance were paid, and regardless of the personal inconvenience to the individual due to subsisting at the government mess at regularly scheduled meal hours.
- Where an allowance for subsistence has been granted by reason of the fact that the time or place of employment of the individual makes the use of the existing mess inexpedient or wasteful, any use of such facilities contradicts the premise upon which the original authorization was based.
- Where personnel desire to subsist themselves for their own convenience, in accordance with the provisions of Art, D-10108 BuPers Manual, commanding officers are authorized to commute rations at the current rate of 65 cents per diem. Personnel in receipt of commuted rations are permitted to purchase meals from a general mess.

EJECTOR BLASTS PILOT TO SAFETY



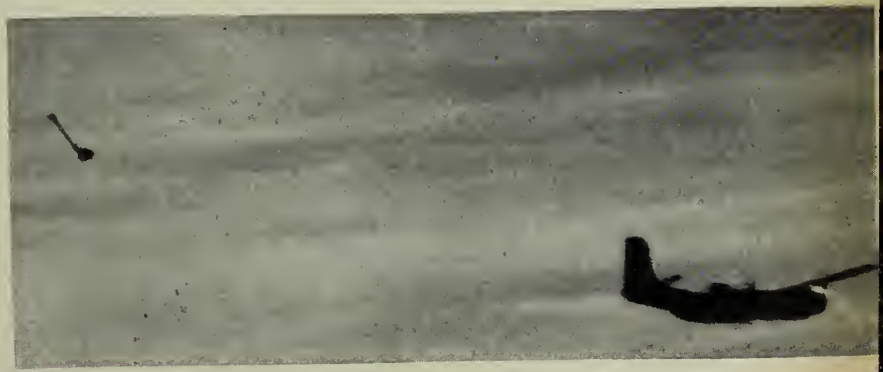
THAT DARK PACKAGE midships above the plane is Lt.(jg) A. J. Furtek, USN, a moment after he has been blown out of a JD-1 in pilot ejection seat test.



THE PLANE was at 5,000 feet, traveling 250 miles an hour. The ejection seat was exploded from the plane by two powder charges, developed to allow . . .



SAFE PARACHUTING from planes going so fast that the pilot would strike plane surfaces unless he could be blown clear. Series of pictures was taken . . .



AT LAKEHURST NAS. They show the sequence through which pilot and ejection seat go to clear plane in a hurry so that seat 'chute has a chance to open



TORPEDO ATTACK against enemy convoy is simulated in drill by Naval Reservists of Organized Submarine Division 12-32 at San Francisco, California.



CLASSROOM INSTRUCTION on diesel training. When Navy uniforms are is-

UNDERWATER RESERVISTS

IN THE STEEL filing cabinets of the Navy Department, folders are crammed with material on the Submarine Reserve. There are letters and comments from admirals and from seamen, from personnel on active duty and from men who have returned to civilian life. Ideas in these letters have been boiled down into reports and plans—the blueprint of the postwar Submarine Reserve that will provide the manpower for the presently-inactive submarines in event of international trouble.

But to find out how the program set forth on the typewritten pages is actually progressing, it is necessary to go to the field—to go to Organized units such as those in San Francisco, to the Submarine School at New London, to the boats of the Active Fleet, and to make a survey of the other centers where veterans and the newly eligible nonveterans are participating in one way or another as Organized or Volunteer Submarine Reservists.

Members of the Organized Submarine Reserve attend weekly drills for which they are paid according to their Navy rank or rating. Organized units are now activated in 22 cities, including San Francisco, Portsmouth, N. H., Boston, New London, New York, Brooklyn, Philadelphia, Baltimore, Washington, D. C., New Orleans, Houston, Chicago, Milwaukee, Detroit, Cleveland, San Diego, Long Beach, Calif.; Oakland; Vallejo; Portland, Ore.; Seattle, and Pearl Harbor.

Submarine Reservists in areas remote from cities where Organized Submarine Reserve units are being activated may fall in at the weekly drills of Organized Surface Reserve units or participate in the program through the Volunteer Reserve.

Volunteer Reservists are not obligated to attend drills. Both Volunteer and Organized Reservists are eligible for 14 days training per year with the full pay of their Navy rank or rating.

Veterans not over 33 years of age who are qualified in submarines automatically are eligible for the Submarine Reserve. Other veterans are eligible providing they meet aptitude, temperament and physical requirements, are not over 29 and have had some experience in submarines. Veterans with no submarine experience and nonveterans must meet aptitude, temperament and physical requirements and may not be older than 26.

Further information on joining the Reserve may be obtained from your District Commandant or local Navy recruiting officer.

District Commandants are now making a survey of Submarine Reserve personnel to determine how many are interested in weekend cruises and 14 days training and to determine when interested officers and men will be available from their civilian jobs. Underway training of Reservists in West Coast naval districts will be supervised by ComSubPac. ComSubLant will direct the underway training of Reservists in other continental naval districts. When the survey is completed, the two

Submarine Reserve Gets Newest in Equipment

The Submarine Reserve can count on the full backing of the regular Navy's underseas warfare branch. That's the pledge of Rear Admiral Charles W. Styer, USN, DCNO (Underseas Warfare), who has overall supervision of submarine operations.

Warmly praising the performance of Reserve submariners in World War II, the admiral declared that the postwar Reserve is designed to train and maintain a force of Reserve officers and enlisted men of equally high calibre. Training on the newest underseas warfare equipment and in the latest submarine tactics is available to Reservists so that they will be ready to man the boats of the Reserve fleets should the nation ever be faced with another "M" day.

"Everywhere I go," Admiral Styer said, "veterans who served on submarines ask about the Reserve and how they can participate. Many have made inquiries by letter.

"The interest is being translated into action all over the country. Such enthusiastic support can not help but insure the success of the program that will provide one of the strongest bulwalks of international peace."



ines is part of Reserve submariners' d, Reservists will wear them to drills.

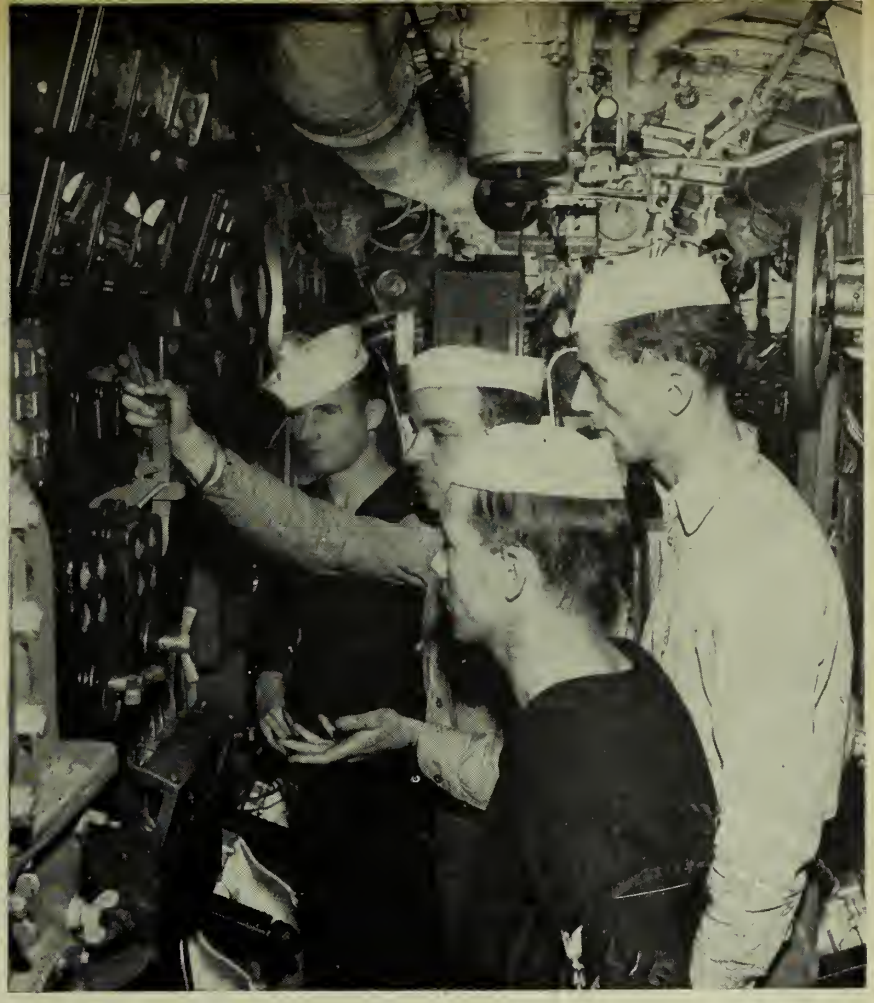
submarine commands will prepare a schedule for training of Reservists for the first six months of 1947.

Facilities for training are available on a limited scale at such bases as Portsmouth, Key West, San Francisco, and Pearl Harbor. The most elaborate devices for instruction and drill have been installed at the Submarine Base, New London. During the 14-day training periods, Reservists will have their shore instruction supplemented with short cruises on submarines engaged in routine operations. Active training will serve as a refresher for veteran submariners and will help indoctrinate newcomers to the silent service in the missions of which a sub is capable.

For Submarine Reservists of the 1st, 3rd, 4th, 5th Naval Districts and the Potomac River Naval Command, training is now in progress at New London on a 14-day cycle, the first group having reported to the submarine school 18 Nov 1946.

The variety of devices for schooling at New London includes an attack teacher for teaching the approach, an attack teacher for evasive tactics, diving tank for teaching escape by the Momsen lung, a mockup main propulsion control panel, cutaway and operating shop models of engineering equipment, and an Askania device for teaching diving and trimming of the boat.

The same gear and exercises used by Regulars at New London serve the Reserves. Object of the submarine training is to teach every man not only his own job but the jobs of all his shipmates. Limited space for personnel on submarines precludes carrying men skilled only in one phase of undersea warfare.



PERMANENTLY MOORED submarine Permit serves as Reserve Armory for Philadelphia divisions. Shipkeeper explains operation of complex engine room.

Besides learning duties necessary for the efficient operation of all departments of a boat, Reservists who qualify in submarines will know all phases of construction and maintenance. BuPers will soon have ready a "Qualifications Notebook" to aid submarine students. The book will contain questions on the gear and its operation and will require the Reservist to trace out all fundamental and basic systems.

Eighteen submarines have been made available to the Reserve and will be used as permanently-moored armories for Organized units. First boat to report under the program is the *Permit*, veteran of 14 war patrols and now moored at the Navy Yard, Philadelphia.

As soon as overhauls now in progress are completed the following assigned submarines will report to the cities indicated: *Drum* (SS 228), Washington, D. C.; *Gato* (SS 212), Brooklyn; *Steelhead* (SS 280), San Diego; *Sawfish* (SS 276), Long Beach, Calif.; *Pargo* (SS 264), Portland, Ore.; *Puffer* (SS 268), Seattle; *Seal* (SS 183), Boston; *Pike* (SS 173), Baltimore; *Porpoise* (SS 172), Houston; *Tarpon* (SS 175), New Orleans; and *Plunger* (SS 179), New York.

The proposed Navy budget for 1948 points to an increased emphasis on underseas warfare. In the Reserve, submarine veterans will be able to keep up with the latest developments in their specialties and non-veterans will have an opportunity to receive the best in highly technical training in skills that can aid them in advancing in their civilian occupations.

Mission of and necessity for the Submarine Reserve has been well stated by Rear Admiral A. R. McCann, ComSubPac. He declares, "The maintenance of an efficient and well-trained Submarine Reserve is of vital importance and it should at all times be ready to man the inactive submarines and proceed immediately on combat operations.

"The history of World Wars I and II provides ample proof of claims made by proponents of the submarine that it is one of the most potent, if not the most potent, naval weapon. The fate of the Allied Nations has now been twice dependent upon their ability to defeat the highly trained and aggressive German U-boats.

"The defeat of Japan in the war recently concluded can be attributed in a large measure to her inability to defeat the American submarines."

FOUNDATION FOR SERVICE



COLOR GUARD marches under historic bastions of Fort Schuyler, where New York operates oldest maritime academy.

AMERICA'S Merchant Marine, long-ignored before Pearl Harbor, rose from its slumbers at the advent of war and proceeded to become the greatest shipping force the world has ever seen.

Operating as a counterpart to the Navy, this mighty force kept vital war supplies flowing to fighting fronts the world over, undaunted by a terrific toll of ships and men.

Its supremacy on the world's sea lanes firmly established by a vital war task, this powerful Merchant Marine does not intend to slip back into its pre-war niche. In this resolve it is being ably assisted by five states which are carrying on ambitious training programs.

These five states—New York, Pennsylvania. Massachusetts, California and Maine—with the assistance of the Federal Government are operating maritime academies to train and develop young men to become licensed officers of the U. S. Merchant Marine.

Estimates indicate that a high percentage of all officers on American vessels prior to World War II received no systematic training, while most of the officers of foreign merchant ships are graduates of maritime schools. Germany, Japan, Italy, England, Norway, France, Holland, Sweden and Denmark all have maintained such schools.

The size, power and speed of modern ocean-going ships and the growing importance of our Merchant Marine make mandatory the employment of intelligent and educated officers who have had sound basic training in the science and practice of navigation, seamanship and marine engineering.

Licenses as third mates or third assistant engineers, commissions as ensigns in the U. S. Maritime Service, and commissions as ensigns, U. S. Naval Reserve, are awarded to graduates. Qualifications for admission are similar for the five academies. In general, candidates must be male citizens of the U. S., between the ages of 17 and 23 years (veterans may be 23 years of age). They must be unmarried, and must agree not to marry during the training period. Since the graduates may be commissioned merchant marine ensigns in the Naval Reserve, Navy physical standards must be met, and no waivers are granted. The candidates must have high school certificates of graduation, and must have covered specific subjects, among which are algebra, geometry, physics or chemistry, and three to four years of English. Finally, candidates are given a stiff competitive examination to guarantee an equal opportunity for all. Students must enter the academies voluntarily with the fixed purpose of completing the course and serving in the U. S. Merchant Marine.

Financial support of the institutions is provided by Federal and State appropriations, and in addition the Federal Government provides ships for training afloat. Originally, all training was conducted on the school ships, but during recent years it has become recognized that shore establishments are a vital necessity if the midshipmen are to be given a sound scientific background.

Following in the footsteps of the Navy in recognizing and developing the shore establishment, the academies are embarked on intensive programs to develop their shore facilities to provide adequate means to conduct modern scientific training. But in this, the value of the training ship has not

been forgotten, and it is an important part of the curriculum at the academies. Annual training cruises of three to four months' duration take the midshipmen to ports all over the world.

All of the academies now have three-year courses, which actually offer more instruction time than four-year colleges. This is because the school year at the academies is of 11 months' duration, including the training cruise. Also, the schools now are authorized to grant Bachelor of Science degrees upon completion of the prescribed course. Graduates during the war completed shorter, more intensified courses. Arrangements are being made to bring them back for post-graduate courses so that they may receive their degrees.

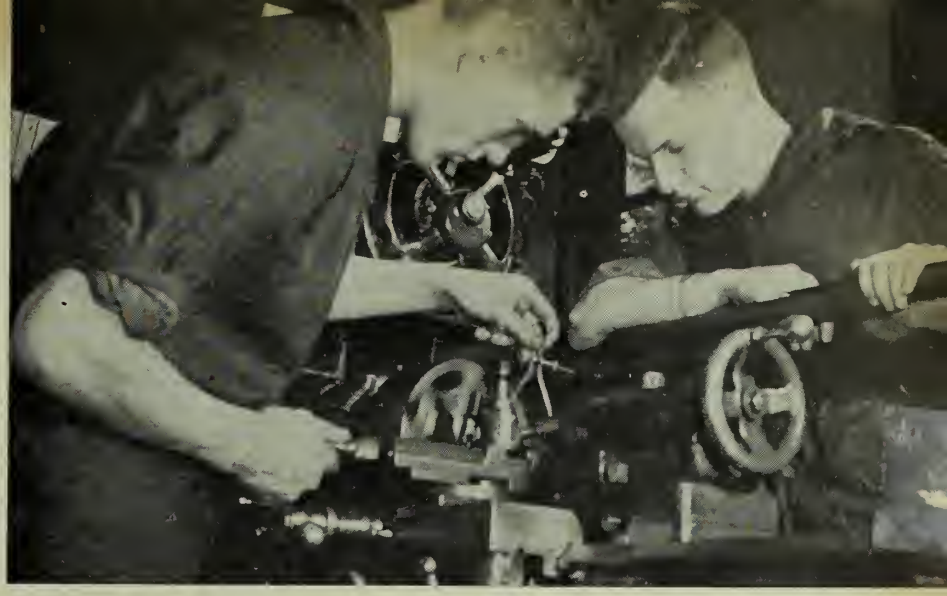
The various academies divide their training into two main departments, deck and engineering. All work of maintaining and operating shore facilities and the training ships is done by the midshipmen. The courses of study primarily are professional and are designed to prepare the graduate for immediate service as junior officers in the deck or engineering departments of modern ocean-going vessels. Additional courses build a foundation of understanding of the entire problem of shipping operations. As graduates are commissioned officers in the Naval Reserve, the organization of the schools is essentially military, and courses in naval subjects are included in the curriculums.

The Navy maintains departments of naval science and tactics at the academies, and officers and men of the Navy are assigned to duty as instructors. Instructors are selected for qualities of practical experience and training in their specialities, their ability to impart their knowledge to the students, and their personalities, including the ability to deal with young men without friction. Licensed officers of the Merchant Marine instruct and stand duty aboard the training ships.

Maritime cadets are paid generally on the same scale as midshipmen at the Naval Academy: $65 a month, plus 75 cents a day subsistence, with tuition, books and uniforms provided by the Federal Government.

The five Maritime Academies can delve back into American history a long way to their actual beginning. It all started in 1874, when Congress passed an act to encourage the establishment of nautical training schools at certain designated ports: Boston, New York, Philadelphia, Baltimore, Norfolk, Detroit, Saginaw, Seattle, San Francisco and Corpus Christi. This act authorized the Secretary of the Navy to lend a ship of the Navy, suitable for training purposes, with equipment and officer personnel, to any designated school upon receipt of a request from the governor of the state in which the school was situated. In addition, $25,000 was to be appropriated annually to each state supporting a nautical school.

First state to take advantage of the new legislation was New York. In 1873 the state legislature authorized the City of New York to open a nautical school on shipboard, at a time



ENGINEERING OFFICERS in the making manipulate calipers and lathe while cadets (below) learn intricacies of gunnery at Hyannis, Mass., academy.



GYRO COMPASS should hold no mystery for graduates of the Massachusetts nautical school. Here they examine the device's innards at close range.





SIGNAL WATCH on Pennsylvania Nautical School's training ship Keystone State, ex-USS Selinur (AKA 41), being stood by alert cadet-midshipmen.



PALM AND NEEDLE, ancient instrument sea-going career, students find in sail loft

when gangs still were operating along the waterfront shanghaiing men for the merchant ships. It was two years before the Navy offered a training ship to the school. This was the old sloop *St. Mary's*, which had sailed to Japan in 1850 with Commodore Perry's historic squadron. Staffed with naval instructors, the new school graduated its first class of 59 maritime cadets.

When the Army moved out of historic Fort Schuyler in 1933, the fort was remodeled at a cost of $4,500,000 by the WPA as a new home for the academy. The old fort, a fine example of the French type of fortification, was built in 1833 on a little narrow neck of land called Throgg's Neck, which jutted out into Long Island Sound. After a tedious and difficult job of reconstruction the academy's new home was dedicated in 1938.

The New York State Maritime Academy was fortunate in being the first to be assigned a training vessel in the postwar program. On 9 March 1946 the USS *Hydrus* (AKA 28) arrived at Fort Schuyler. She was renamed *Empire State* on 13 May.

The nation's second oldest maritime academy had its beginning in 1939, when the Pennsylvania State Nautical School, predecessor of the present academy, was established. The Navy provided the sloop of war, USS *Saratoga*, together with a complement of officers and enlisted men, to train the future young officers. The *Saratoga*, twice commended for service in the Navy during the Civil War, was retained as a schoolship until 1907, when the need for training in steam engineering as well as sail was seen.

The bark USS *Adams*, another ship with an illustrious Navy career, assumed her duties as a sea-going school until 1913, when due to local disagreement and the state's failure to appropriate the necessary funds, the Navy Department withheld its appropriations and withdrew the *Adams*. The school was closed.

As a result of a demand for officers in the Merchant Marine the state legislature in 1919 re-established the Nautical School under control of the Board of Commissioners of Navigation. In the same year, the Navy assigned the gunboat USS *Annapolis*.

After more than 20 years of training, the *Annapolis* retired from service in favor of the USCG *Senaca* at the beginning of World War II. This ship, later renamed the *Keystone State*, assumed her duties during the war years and graduated many young Navy officers, as well as Merchant Marine officers. After World War II, the march of progress replaced the old *Senaca* with a new, large and modern *Keystone State*, Ex-USS *Selinur* (AKA 41).

Massachusetts closely followed the lead taken by New York and Pennsylvania, and in 1891 its general court



DECK CADET shoots the sun on the meridian at Maine Maritime Academy, newest of the five schools.

passed an act to establish a nautical school. The Navy turned over to the school the USS *Enterprise*, a wooden ship, bark rigged, in 1892, and later in the year ordered a full complement of officers to her to establish the school, operate the ship and serve as instructors.

In 1893 the first class of cadets came aboard and the school started. Until July, short cruises were made along the North Atlantic coast, and then the *Enterprise* began her first foreign cruise. At this time and for many years following, all activity was confined to the ship. The *Enterprise* was declared unseaworthy in 1909 and was replaced by a ship of similar type, built of iron. This ship, the *Ranger*, was a barkentine which could be driven by a low-pressure, back-acting horizontal compound engine when not under sail. The engine was such a rare type that Henry Ford attempted to purchase it to set up in his Fort Dearborn museum.

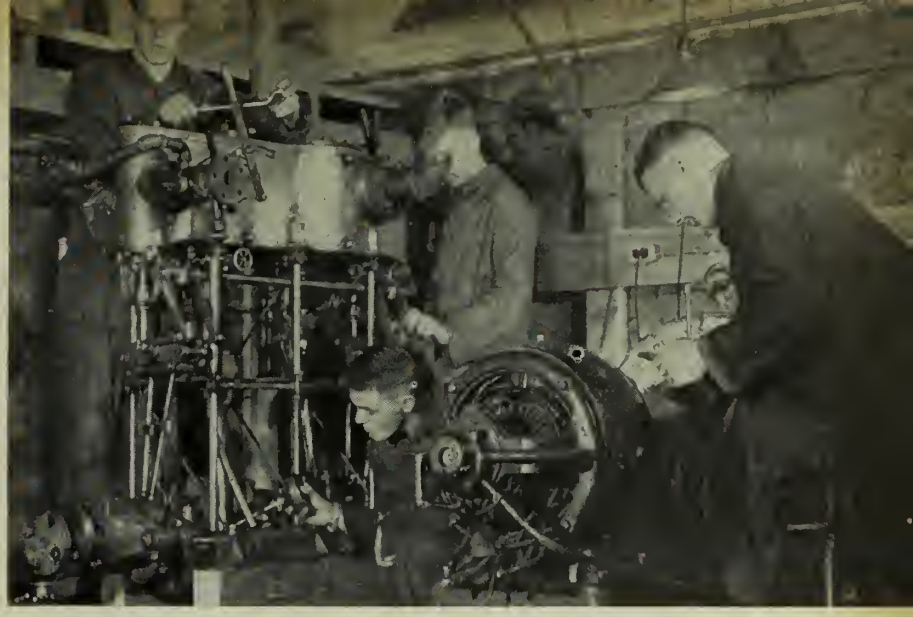
The *Ranger* was changed to the *Nantucket* in 1918, because the Navy wanted to use the name *Ranger* for a new battle cruiser. At the outbreak of World War II the need for training ships was so great that the *Nantucket* was taken from the academy, which then had to find a shore base. Facilities of the State Teachers College at Hyannis, Mass., were made available.

The Massachusetts academy has requested funds to construct a large armory to house military equipment and provide for physical training, basketball and other sports. Also planned is a building to house engineering equipment.

On San Francisco Bay, near Vallejo, Calif., the new shore home of the California Maritime Academy is being constructed on 70 acres of land fronting deep water. This comparative newcomer to the group of state maritime academies was established as the California Nautical School in 1929. A training ship was requested in 1930, and the Navy delivered the USS *Henry*



of the sailmaker, still are essential to a at Massachusetts Maritime Academy.



MERCHANT LICENSES as third mates or third assistant engineers are won by graduates. These Massachusetts cadets are aiming for engineer's tickets.

County, completely reconditioned, in December 1931.

A product of the U. S. Shipping Board and a unit of the emergency fleet of World War I, the training ship was renamed the *California State*. She made annual cruises until 1941, covering the entire world. In 1939 the school became the California Maritime Academy and jurisdiction over the training ship passed to the Maritime Commission in 1940. The *California State* became the *Golden State*.

Newest of the state maritime academies is that situated at Castine, Maine. Although the Maine Maritime Academy was established in October 1941, it should not be thought of as a war emergency institution. It is a permanent maritime school established by the state legislature to fill a long-felt need in giving sea-minded young men of the state an opportunity to prepare for careers in the Merchant Marine.

The academy, in conjunction with the Massachusetts Maritime Academy, has been provided with a training ship. This vessel, the former USS *Sirona* (AKA 43), will be used for training cruises for both the Maine and Massachusetts academies, and will be entirely operated by personnel attached to these schools.

The five state maritime academies all have as superintendents former or retired naval officers, all approved by the Navy Department. These schools are a direct route to a commission in the Merchant Marine.

The academies feel a responsibility not only to the citizens of the states in which they are situated, but to the shipping interests of those states, to see that good sea officers are graduated for future service in the Merchant Marine. They feel also a responsibility to the Navy to develop excellent young Merchant Marine Naval Reserve officers who will be ready in time of war.



SMALL BOAT handling under sail and oars makes up a part of the curriculum at Hyannis, Mass. Here cutters, under standing lug rig run before the wind.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Pay and Retirement

SIR: An enlisted man has completed 20½ years of service, including service as a temporary commissioned officer. (1) If he is otherwise eligible and elects transfer to the Fleet Reserve, on what is his retainer pay based? (2) Is he transferred to the Fleet Reserve with commissioned rank? (3) If not may he, after completing 9½ years inactive service, then be advanced to the highest grade and rank held? (4) What is the retired pay?—C. C. J., CHSCLK, USN.

• *(1) Retainer pay will be based upon the enlisted rating held at the time of transfer. (2) Having been transferred to the Fleet Reserve in permanent status, he is entitled to the highest commissioned rank in which he served satisfactorily. He is entitled to commissioned rank but not commissioned pay while in Fleet Reserve. (3) He will be placed on the retired list in the highest rank in which he served satisfactorily. (4) Pay will be based on the highest rank in which he served satisfactorily (see* ALL HANDS, *August 1946, p. 75, for tables of retainer and retired pay).*—ED.

Embassy Duty for RM

SIR: I understand there are numerous openings for radiomen in different American embassies throughout the world. If so, can I request such duty through official channels?—W.E.B., RM2, USN.

• *There are billets for radiomen in certain American embassies. Requests for such duty should be sent to Chief of Naval Personnel (Attn: Pers 6302B) via official channels.*—ED.

Teletype Ratings

SIR: My rate is now RM3. Is it possible for me to change my rate to teletype operator, third class?—G.W.A., RM3, USN.

• *No. There is no teletype operator rating in the present rating structure. In the new rating structure, which will go into effect in 1948, teletype operating will be part of the duties of a teleman, while teletype maintenance will be part of the duties of a radioman.*—ED.



Dopesheet, NAS, Norfolk, Va.

"I don't know what to do with him—he's so absent-minded."

Earned White Ticket

Dear Secretary Forrestal: I have been busy adjusting myself to civilian life, or I would have written you sooner. Words cannot express my appreciation to you for sending me back to duty after being AWOL. Having been discharged under honorable conditions has meant everything to me and to my family, and enabled me to go back to my former job.

I only wish I could go to the different disciplinary barracks and tell the boys what a white ticket means in life.—J.J.F., Jr., ex-Navy man.

Merchant Mariners in Marines

SIR: Am I allowed to wear Merchant Marine service ribbons while serving in the Marine Corps?—K. E., Pfc., USMC.

• *Yes. Personnel who have been awarded such ribbons while serving in the Merchant Marine, and prior to entering an enlistment in the Navy or MarCorps, may wear the official Merchant Marine ribbons created by federal law. Personnel on active duty in the services may not, however, receive any Merchant Marine medals or ribbons.*—ED.

Concerning CSCs

SIR: How and when does the Navy plan to issue Continuous Service Certificates to men who were discharged and reenlisted under continuous service during the war?—R.E.C., CY, USN.

• *Continuous Service Certificates are issued by BuPers upon individual requests made via COs. discharged personnel may make personal requests.*—ED.

Mustering Out Pay

SIR: I was a permanent warrant officer before the war and have recently accepted commission as chief warrant officer. I am now serving as temporary lieutenant. Am I entitled to mustering out pay when I revert back to my permanent commission. —M.P., Lieut., USN.

• *No.*—ED.

Guided Missiles Training

SIR: How and when can I get into the Guided Missiles School the Navy is planning to start?—J.V.M., ACOM, USN.

• *No such school is contemplated but training courses in subjects related to guided missiles are under way. For full information see* ALL HANDS, *December, 1946, p. 2.*—ED.

Successful Submariners

SIR: Is it necessary to have completed a *successful* patrol aboard a submarine to be eligible to wear the submarine patrol insignia?—E. F. S., CSM, USN.

• *Yes. BuPers Circ Ltr 266-44 (NDB, July-Dec 1944) states that to be qualified for the insignia a man must take part in ". . . one or more patrols during which time the submarine sinks, or assists in sinking, at least one enemy vessel, or accomplishes a combat mission of comparable importance." The patrol must be endorsed as successful by the submarine force commander.*—ED.

Change to AM Rating

SIR: I am a shipfitter, first class. (1) What channels do I have to go through to have my rate changed to aviation metalsmith? (2) Can I go to metalsmith school? (3) Is the demand for aviation metalsmith small? (4) How are the chances for a change?—R.C.R., SF1, USN.

• *(1) You may submit request for change in rating to BuPers via your CO, accompanied by examination form Nav Pers 624. BuPers will not authorize such a change unless you have had extensive work in the AM field and have gone to AM school. Need of the service for AM1s is also a factor. (2) Request for assignment to AM school can be made to your type commander via your CO, stating your past experience in light metals work. (3) No. As a whole, the AM rating group is under requirements, as is the SF rating group. ACM, AM1 and CSF requirements are, however, currently filled. (4) Poor to non-existent. You're probably better off where you are, anyway. Your chances for CSFA in the next several years are better than they would be for ACMA.*—ED.

Aviation CPOs Wear Green

SIR: Are green uniforms now authorized for all CPO rates, only CPO aviation rates or just for chief aviation pilots?—G.R.S., ACRM, USN.

• *Art. 9--1, Uniform Regs, 1941, states in part that ". . . CPOs (designated naval aviation pilots and serving in pilot status) are required to possess the aviation winter working uniform. All other . . . CPOs assigned to duty in aviation commands may wear the aviation winter working uniform when that uniform is prescribed as the uniform of the day for aviators, but shall not be required to do so." CPOs other than these assigned to aviation commands are not authorized to wear this uniform.*—ED.

Continuous Service Benefits

SIR: BuPers Circ. Ltr. 191-46 directs that prior service in present pay grade if interrupted by discharge, where personnel did not enlist or reenlist within a period of 90 days, will not be counted in determining the fulfillment of service requirements toward eligibility for advancement in rating. This appears to be decidedly unfair toward personnel that reenlisted in the Navy after the 90-day period. Is there an explanation?—R. W. L., SK1, USN.

• *The subject was considered pro and con prior to promulgation of BuPers Circ. Ltr. 191-46 (NDB, 31 August). The decision was not made to penalize unduly broken-service personnel but to protect continuous-service men and emphasize continuous-service benefits. You should consider yourself fortunate, for subsequent to 1 October broken-service enlistments or reenlistments could be made in no higher than pay grade 5.*—ED.

RONS and NROA

SIR: I call your attention to the inaccurate statement in the July 1946 issue of ALL HANDS, p. 56. Under the heading Reserve Officers of the Naval Services (RONS), para. 4, you apparently refer to the Naval Reserve Officers Association, which did not "go out of existence in 1941."—George W. Akers, National President, NROA.

• ALL HANDS *apparently was guilty of errors of both commission and omission.* ALL HANDS' *statement was: "Reserve Officers of the Naval Service is an organization dating from World War I, and went out of existence voluntarily in 1941. . . ."*

In point of fact, RONS is the organization referred to, not NROA. However, RONS does not date from World War I but was formed in September 1945. That's the error of commission.

NROA does in fact date from World War I. It did not go out of existence in 1941, but rather, in the words of its national president in unprinted portions of his letter (above), "In the fall of 1940 we trusteed our funds and ceased activities on a national scale on the theory that . . . in time of war . . . the entire time of every officer should be devoted to the Navy." NROA was not, however, mentioned in ALL HANDS' *story. That was an error of omission.*—ED.

Seaman First Test

SIR: I am S2 striking for SC. Do I have to take the S1 test? I see no reason to take this test, as I am in a special branch of the naval service.—J.A.D., S2, USN.

..• Yes. You may not see the reason, but BuPers does. To be a competent S1, and later SC3, the Navy man needs more than just a few months duty before accepting his increased responsibilities.—ED.

Pearl Harbor Ribbon?

SIR: Has a ribbon been authorized for personnel who were at Pearl Harbor 7 Dec 1941?—J.G.N., CBM, USN.

• No, there is no ribbon for the attack on Pearl Harbor. A star is authorized, to be worn on the Asiatic-Pacific ribbon by personnel who were at Pearl Harbor 7 Dec 1941—ED.

Attn.: Coco Solo

SIR: (1) How long is the tour of duty in Canal Zone, and (2) how long must a man serve there before he rates a leave? —Some Fellows from Coco Solo.

• (1) The normal tour of duty in the Canal Zone is two years. (2) Leave is administered by local commands.—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Hornet *(CV12). Address: Stanley Blumenthal, Box 1773, Wilshire-La Brea Station, Los Angeles 36, Calif. Available to former crew members at $1 per copy.*

• USS Hutchins *(DD476). Address: Comdr. A. R. Olsen,* USN, *U. S. Naval School, General Line, U. S. Naval Base, Newport, R. I. Limited number of copies available to former crew members.*

• 21st CB. *Address: G. Hinckley Porter, Room 920, Equitable Bldg., Baltimore, Md. Fifty copies of 21st Naval Construction Battalion book have been returned because of incorrect addresses. Interested personnel may obtain them by submitting correct address.*

• USS Intrepid *(CV11). Address: Treasurer Ship's Book Fund,* USS Intrepid *(CV11), San Francisco Naval Shipyard, San Francisco, Calif. Copies now available, $3.*

• USS Madison *(DD425). Address: Charles Cridland, 323 Sherbrooke Blvd., Upper Darby, Pa. One copy free to each former crew member on request.*

• 105th Naval Construction Battalion. *Address: The Crocker-Union Company, 735 Harrison Street, San Francisco, Calif. Distribution to former personnel completed, but 50 copies returned due to incorrect addresses. Members of the battalion who have not received copies may submit correct address to the above.*

• USS Savo Island *(CVE 78). Address: Commanding Officer,* USS Savo Island *(CVE 78), Boston Group, 16th Fleet, South Boston Annex, U. S. Naval Base, Boston 10, Mass. Now available; price $5.*

Adopt Marine Uniform?

SIR: The marines are the best dressed of the armed forces. All the personnel that have been around marines say they wish the Navy had a uniform like theirs. That is my idea of a possible solution for a change in the uniform.

With a change of insignia and dyed navy blue, this uniform would really be snappy. A change in the material is one thing that many people agree upon. The present material is one of the hardest to keep neat as it has a great attraction for white lint.—W.R.T., S1, USN.

2 DDs Named Perry

SIR: You report (ALL HANDS, September 1946, p. 33) that USS *Newman K. Perry* (DD 883) was touring European ports in August of 1946. Now I was on a ship in the Bikini show and I *know* I saw the *Perry* out there about that time. Am I seeing things, or has the *Perry* got wings? —F.P.F., F2, USN.

• *Neither.* USS Newman K. Perry *(DD 883) did indeed spend the summer in the Pacific, a large part of the time at Bikini and its environs.* USS Perry *(DD 844) was the ship touring European ports referred to in the* ALL HANDS *story.* USS Perry *(DD 844), by the way, is named for two famous Navy brothers, Commodores Oliver Hazard and Mathew Calbraith Perry.*—ED.

Length of Time

SIR: Is there a definite length of time an academy graduate must serve before being separated from the Navy? If so, how long? —C.A.H., Ens., USN.

• *Yes. Art. C-7001, BuPers Manual, 1942, states: "Resignations of officers graduating from the Naval Academy will not be accepted until they have completed at least 2 years duty at sea subsequent to graduation, and resignations of ensigns who have completed a course of instruction on shore lasting 5 months or more will not be accepted until they have completed at least one year's duty at sea subsequent to completion of such course of instruction."*—ED.

Four Fleet Admirals

SIR: (1) How many Fleet Admirals are there and who are they? (2) Is their rank permanent?—R.E.C., CY, USN.

• *Four. They are: Fleet Admirals William D. Leahy, Ernest J. King, Chester W. Nimitz and William F. Halsey. (2) Yes.* —ED.

No Ministerial Training

SIR: Since I've been in the Navy I have received two calls to the ministry and have planned to make it my life's work. I desire very much to know if it is possible to be sent, while in the Navy, to a school or place where I can start my studies and come out a chaplain's aide or a chaplain.—R. W. B., S1, USN.

• *The Navy has discontinued programs set up during the war to train personnel for the chaplaincy. The rating SPW (chaplain's assistant) has been discontinued. It is the practice of most commands to assign yeoman strikers to the chaplain's office.*—ED.

Our Lonely Hearts Corner

SIR: I hope I'm not too late in taking this opportunity to answer Wave Mary Vanskike's call for a husband (ALL HANDS, September, 1946, p. 64). That is, of course, if she is still interested. If you think there's a chance, either forward this letter to her or send me her address.—W.E.T., BM2, USN.

• *For the benefit of those readers who aren't keeping up, Fantail Forum asked a group of Waves, "Do you think ex-Navy men make good husbands?" Mary Vanskike, SPS1, Arkansas City, Kans. said: "Not knowing, I cannot say with accuracy. By the way, have you seen any single ex-Navy men around? Or even* USN *ones?" Maybe she meant you, boats, but the most we can do to help is print your letter. Maybe Mary will read it.*—ED.

First of the FASRons

SIR: (1) We believe we were the first CASU (Combat Aircraft Service Unit) converted to the streamlined FASRon system. We were commissioned 7 October as Fleet Aircraft Service Squadron 14. (2) Is a shore-based activity such as FASRon authorized to issue to its personnel plank-owner certificates? — S.E.M., Lt. Comdr., USN.

• *(1) No, honors go to FASRons 1 through 5 which were commissioned 10 August. (2) Why not? You can get a certificate for crossing the 180th meridian, for commissioning a ship, for making the 1,000 landing on a carrier deck, and one naval hospital we've heard about has even enrolled qualified personnel in the Order of the Perforated Posterior (penicillin shots), complete with engraved membership certificates. There would seem to be no reason that a recognized activity such as a FASRon should not issue plank-owner certificates if it desires. By the way, there's a story on these various certificates on page 14 of this issue. And a yarn about the FASRon organization appeared in* ALL HANDS, *October 1946, p. 10.*—ED.

Navy Cross Gratuities

SIR: (1) An enlisted man is awarded the Navy Cross twice. Is he entitled to $4 per month gratuity? (2) An enlisted man who has won the Navy Cross accepts a commission. Is he entitled to receive the $2 per month gratuity? (3) A temporary officer after winning the Navy Cross reverts back to enlisted status. Is he entitled to the extra payment?—W.P., CY, USN.

• (1) *Yes. Art. 54202, BuSandA Manual states, "Extra compensation ..... is authorized at the rate of $2 a month for each award of such medal or cross....." (2) No. (3) Yes.*—ED.

Gold Stripes for Reserves

SIR: May gold rating badge and gold service stripes be worn by a CPO who has had more than 12 years continuous service in the Naval Reserve, providing he has the marks and qualifications necessary to receive good conduct awards?—E.K., CY, USNR.

• *Yes. Art 16-8 of Chapter 16, Uniform Regs states that, "Enlisted men of the Naval Reserve who perform continuous active duty, maintain the required marks, and meet the qualifications shall wear gold lace service stripes."*—ED.

Navy War History

SIR: When will the History of U. S. Naval Operations in World War II be available, and where can I get a copy?— B.A.F., Lt. Comdr, USN.

• *Volume I of the History will be published in June 1947 and Volume II in February 1947, both by Little, Brown and Co. Presumably, they will be on sale at all bookstores.*—ED.

Pay Grades as POWs

SIR: On 3 Feb 1942 a man was advanced to pay grade 1A. On 6 May 1942 he was interned as a POW. On 13 Sept 1945 he was liberated and on 14 Feb 1946 was advanced to pay grade 1. Is it possible for this rating to be made retroactive for pay purposes? — E. B. S., CMOMM, USN.

• *No.*—ED.

Gee, Thanks

SIR: Slick piece on "Camid" in the October issue, but why, oh why, nothing about the middies on board the *North Carolina* and *Washington?* And where, by the way, are those two BBs now? I'm not being curious; I just like the Navy. Keep the ALL HANDS coming; they're super!—Miss M.C.F., Saco, Me.

• *Well, the middies weren't aboard the BBs in operation Camid. They rode the* Randolph. Okaloosa *and some smaller ships.* North Carolina *and* Washington *were, at this writing, in New York Harbor.*—ED.





NAVY DEPEND- TS, including wife and ldre
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USS Atule (left) sts latest torpedoes by King
less than a minu . Lower left: Radio's Ki Sist
wood C. O'Neil, HOM1. Upper right: side
Aubrey W. Fitch USN, superintendent o S.
aboard submarin USS Tusk, during the P ide
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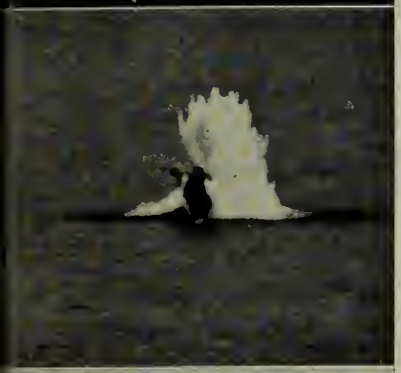




TODAY'S NAVY



dren of Bud C. Randall, MUS1, ific areas. Center: Submarine ing German submarine (right) in isters are photographed by Ell- ident Truman and Vice Admiral S. Naval Academy, are piped dent's visit. Lower right: Thou- rier's visit in Valparaiso harbor.





New Plan Unifies Command of U. S. Armed Forces in Seven Strategic World Areas

Reflects Wartime Experience

Unification of command of U. S. armed forces in seven strategic world areas was announced last month after the plan was approved by President Truman.

Each of the seven areas will be under an Army, Navy or Air Force commander, who in each case will be responsible directly to the Joint Chiefs of Staff. The areas and their present commanders are:

- Far East Command—General of the Army Douglas MacArthur.
- Pacific Command—Admiral John H. Towers, USN.
- Alaskan Command—Maj. Gen. H. A. Craig, an air officer.
- Northeast Command—Commander not yet named.
- Atlantic Fleet—Admiral Marc A. Mitscher, USN.
- Caribbean Command—Commander not named in the announcement.
- European Command—Gen. Joseph T. McNarney.

An additional command, also responsible to the Joint Chiefs of Staff, will be the Strategic Air Command under Gen. George Kenney. The SAC includes strategic air forces not otherwise assigned.

The new command organization reflects wartime experience, when high officers of the respective services frequently were placed in operational control of the forces of all the services within a given theater or for a given operation.

Under the plan, the Navy is given command over all forces in a vast area of the Pacific, from the Hawaiian Islands to the former Japanese-mandated islands to the west. CincPac, who is also CincPoa, will have the titles of Commander in Chief, Pacific Fleet, and Commander in Chief, Pacific.

Gen. MacArthur will restrict his authority to the western Pacific and the Far East. He will command the Philippines and the Ryukyus, in addition to Japan and Korea, and for the time being his command will include the Marianas. Naval and Fleet Marine Forces in the Marianas will remain under administrative command of the Commander in Chief, Pacific. The Marianas will eventually revert to the Pacific Command, the present arrangement being designed to give support to General MacArthur in the military occupation.

The Caribbean Command will include U. S. forces in the islands of the Caribbean and the Canal, and the Northeast Command will include U. S. bases and forces on the northeastern approaches to the U. S. Details of these commands were to be announced later.

Host and Visitor

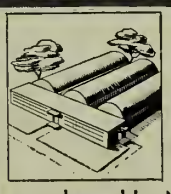
The U. S. has played both host and visitor in recent naval calls.

Four U. S. warships, including the carrier *Randolph* and the cruiser *Fargo*, dropped anchor at Smyrna, Turkey in November, the first U. S. naval visit to Smyrna since 1922. The force later moved on to Marmaris, a Turkish port farther south.

A Danish Naval Mission, headed by Rear Admiral B. H. Anderson, Royal Danish Navy, recently visited naval establishments in the U. S. The purpose of the visit was to discuss the purchase of small craft and the training of personnel.

Also on the list of callers to the U. S. was the Chilean submarine tender *Araucano*, which docked at the Naval Shipyard, Brooklyn. The *Araucano* brought officers and men to man ships which were purchased by the Chilean government.

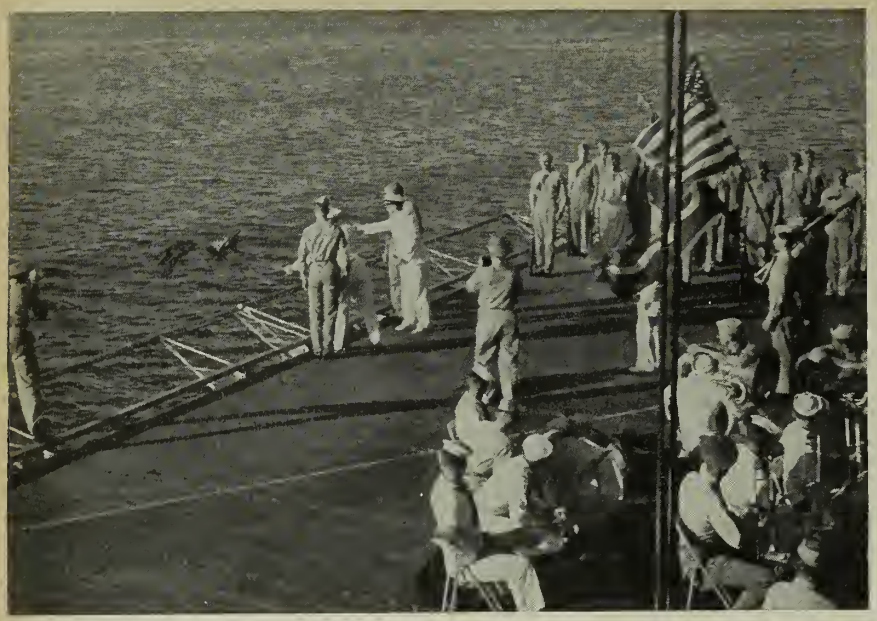
LAST FEBRUARY



The Navy started development of the first two-stage turbo-supercharger for use in Corsairs operating at altitudes above 40,000 feet; program was planned by Navy for a vast system of armories for the postwar Reserve.

FEBRUARY 1947

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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	



TAPS WAS SOUNDED, volleys were fired aboard USS Tarawa in memory of third anniversary of Battle of Tarawa and of ship's first anniversary.

Taps for Tarawa

Memorial services aboard USS *Tarawa* (CV 40) at Guam commemorated the first anniversary of that ship and the third anniversary of the decisive battle of Tarawa, 20 Nov 1943.

At the conclusion of the services, Capt. Alvin I. Malstrom, USN, CO of the *Tarawa*, and Capt. R. C. Peck, USMC, CO of the ship's Marine detachment, cast flowers over the side as a marine firing squad fired three volleys and taps was sounded for the 1,056 marine and naval medical personnel who died on Tarawa.

Naval Articles Sought

The editor of the Journal of the Royal Naval Scientific Service has invited American contributions to that periodical. The invitation was delivered to the Office of Naval Research, through the Chief of Naval Operations.

Subject material of articles should be of naval and general scientific interest. It was suggested that the first contributions should deal with descriptions of the facilities and projects of U. S. naval establishments engaged in research and development.

The journal's editor desires that manuscripts be typed, double-spaced, with generous allowance at the head of the article, and title to be followed by the author's name, degrees and rank, and name of establishment or division to which the author is attached. They should be addressed to the Editor, Journal of the Royal Naval Scientific Service, Room 613, S. R. E. Department, Farnum House, Leicester Square, London, W. C. 2.

It was emphasized that submission should be made through proper U. S. Navy channels, to insure review of content, and articles should be sent via the Security Review Section, Office of Public Information, Navy Department, Washington 25, D. C.

Sacramento Sale

USS *Sacramento* (PG 19), until recently one of the oldest ships on active duty, was put on sale by the U. S. Maritime Commission at Suisun Bay, near San Francisco.

Commissioned 26 April 1914 the *Sacramento* was assigned to convoy duty during World War I. In 1923 she aided victims of the earthquake in Yokohama. When the Japanese bombed Shanghai she evacuated refugees to Hong Kong and Manila, although she suffered damages and casualties. In 1939 she stood by the scene of the *Squalus* disaster, providing quarters for the rescue workers and afterwards helped tow the submarine back to Portsmouth, N. H.

In Michigan City, Ind., *Sacramento* was converted from coal to oil, and was used as a training ship for Indiana Reservists until she was recalled to active duty 4 Nov 1940.

Arriving at Pearl Harbor 16 Aug 1941 she was assigned to security patrol duty until the Japanese attack, 7 Dec 1941. During the raid she was credited with downing two Jap torpedo planes. She aided in rescue of survivors of the *Oklahoma*.

From January 1942 until September 1942, she was attached to HawSeaFron harbor defense. During September and November 1942 she served as a tender for a torpedo boat unit, providing quarters and subsistence for the crews.

Recalled to the States, *Sacramento* assumed duties of training armed guard crews at San Diego in January 1943.

She proceeded to Treasure Island, San Francisco, in April 1945, where she was assigned as a plane guard and weather ship under the Northern California Sector, WestSeaFron.

Sacramento has a standard displacement of 1,140 tons, overall length 226 feet, beam 40 feet 10 inches and a speed of 12.5 knots.

Proud Ships Scrapped

Five old cruisers at the New York Naval Shipyard, Brooklyn, brought a bid of $336,140 from the Patapsco Scrap Corp. of Bethlehem, Pa.

The cruisers, old four-stack veterans of the war, are the *Concord, Trenton, Richmond, Memphis* and *Detroit*. They were put on sale by the Navy Material Redistribution and Disposal Administration.

In commemoration of Navy vessels sunk or damaged, many of them at Pearl Harbor, one of 150 clocks salvaged from Navy vessels was presented to Rear Admiral Monroe Kelly, USN, Commandant, 3rd Naval District.

$46,127 for *Oklahoma*

The scrap heap will be the ignoble end of the long career of the battleship USS *Oklahoma*, which served in World War I and was sent to the bottom at Pearl Harbor by Jap aerial torpedoes on 7 Dec 1941.

The *"Okie,"* as she was affectionately dubbed by thousands of men who served aboard her, was offered for sale at the New York Naval Shipyard, Brooklyn. The top bid, $46,127, was made by a West Coast drydock company, which plans to scrap the gallant old vessel.

Stripped of most of her armament and superstructure, the *Oklahoma* is moored at West Lock, Pearl Harbor. It was doubted if the 30-year-old veteran could be broken up in Hawaii, indicating an expensive and risky tow to the West Coast would be required.

The vessel, displacement of which now is estimated at 24,300 tons, contains a veriety of metals. These include 600 tons of non-ferrous metal, 5,900 of Class A armor, 1,400 of nickel steel, 2,100 of special-treatment steel, 6,600 of medium and high-tensile steel, and 6,700 of other steel.



TWENTY-FIVE years of sea duty were terminated when Furman Watson, CBM, retired after 27 years in Navy.

Philippine Roll-Up

The Navy proposes to abandon its extensive war-developed base in the Leyte-Samar area of the Philippines, and plans to retain only a submarine base at Subic Bay and an air station at Sangley Point, the Navy Department has announced.

Abandonment of the Leyte-Samar base would result in the Philippines occupying a far less important role in the Navy's system of Pacific bases than originally was planned. This base, at one time used extensively by the Fleet, lies in the typhoon belt and practically all of the war-built installations are of temporary construction. Some of this already is in urgent need of repair and the cost of replacing or maintaining the temporary structures would be great.

The Navy's principal bases would be Pearl Harbor, which will continue to be the U. S. Pacific bastion, and the Guam-Saipan base, facilities of which will rival those in Hawaii. Kwajalein will not be developed as a secondary base, it was announced, but will have only a naval anchorage and an air facility.

The Navy plans to abandon the Leyte-Samar base "as soon as government property can be cared for or disposed of."

As a sidelight to the Navy's roll-up in the Philippines, the U. S. has agreed to turn over 84 ships to the Philippines as the nucleus of that republic's future navy. These ships will be of various types, none over 2,000 tons. They will be provided in accordance with the Republic of the Philippines Military Assistance Act (Public Law 454, 79th Congress). The date for transfer of the ships has not been set.

New Reserve Policy

SecNav James Forrestal expressed the Navy's desire to accept vocationally trained non-veterans in the Organized Reserve program in the following letter to the governors of the states:

"I have the honor to inform you that the Navy Department is inaugurating a new development in the Naval Reserve based upon occupational instruction such as that offered by certain schools of your State (Commonwealth)—particularly those receiving Federal funds through the state official in charge of Vocational Education.

"Briefly, the program, to be called the Vocationally Trained Non-Veteran Program, contemplates the Navy's acceptance of voluntary enlistment in the Organized Reserve by desirable students in certain vocational, trade or technical high schools. This plan has been developed in cooperation with leaders in the field of vocational education from more than half the States of the Union, and has their support. It is believed that this constitutes a logical and proper approach toward peacetime naval preparedness.

"If the plan meets with your approval, I will designate Naval officers to confer with appropriate officials of your state and of certain cities therein, with a view to putting the plan into effect."



AIRMEN of the future get to joggle instruments at the National Aircraft Show in Cleveland, Ohio, as sailor explains PBM flight engineer's panel.

160,000 See Air Show

Nine thousand Cleveland newsboys pushed buttons, rang bells, turned knobs, shot guns, read instruments and generally took over the works when they attended the Cleveland National Aircraft Show as the Navy's guests on the first Sunday of the recent exhibit.

The newsboys were only part of the estimated 160,000 visitors who saw "Sky Island," largest indoor naval aviation show ever put on display. The exhibit was complete with all sorts of spectator participation devices and a comprehensive survey of the Navy as a "guardian of future peace."

In-flight demonstrations of Navy planes included press demonstrations of JATO and other Navy developments in the aviation field.

In performance tests held as part of the outdoor show, the Grumman F8F Bearcat established unofficial records in two categories. From a standing start on the runway, the plane took off in 115 feet of run, then reached an altitude of 10,000 feet in one minute, 40 seconds. Both records are under consideration by the National Aeronautical Association as official performance marks for aircraft.



WAVE EXPLAINS cockpit trainer to spectator at Special Devices exhibit at National Aircraft Show, Cleveland

Scientists Cited

Nine civilian employees at the Naval Research Laboratory, Washington, D. C., were presented a Medal for Merit in recognition of outstanding contributions in the development of radar. The presentation took place in the Navy Department and was made by AstSecNav W. John Kenney.

Those who received the awards were Carlos B. Mirick, Robert C. Guthrie, Dr. Laverne R. Philpott, Leo C. Young, Dr. Claud E. Cleeton, Matthew H. Schrenk, Arthur A. Varela, Louis A. Gebhard and John P. Hagen. Dr. Robert M. Page of Washington, D. C., and M. E. Reppert of San Diego, Calif., will receive the medal at a later date.

The group designed, constructed and installed the first workable models of radar equipment.

Pennants for Yachts

A Naval Reserve Yacht Owners Distinguishing Pennant, to be flown aboard the yachts of individuals who donated their craft for use by the Navy during World War II, has been authorized by SecNav James Forrestal.

Upon application to commandants of appropriate naval districts, eligible owners will be presented with certificates entitling them to personal use of the pennant.

Edson Visits Sweden

Brig. Gen. Merritt A. Edson, USMC, famed war leader of "Edson's Raiders," represented the U. S. at the International Shooting Union meetings in Stockholm, Sweden.

The purpose of the meeting was to modernize the program of international rifle and pistol competition and to reorganize the International Shooting Union, which became inactive at the beginning of the war.

Gen. Edson, a member of the Olympic committee for small arms competition, also conferred with Olympic officials in London regarding the inclusion of matches in the next Olympic games.

A member of the Executive Committee of the National Rifle Association of America, Gen. Edson is considered one of the MarCorps' outstanding small arms experts. He was coach of the 1921 national pistol team and captain of the 1935 and 1936 MarCorps rifle and pistol teams.

Gen. Edson is currently on duty with the office of CNO in Washington.

Flies Reserve Flag

The Navy today could not exist without support of the Merchant Marine, Admiral Thomas C. Kinkaid, Commander Eastern Sea Frontier, declared in New York.

This tribute to the Merchant Marine was paid at a ceremony at which the United States liner *America* became the first merchant vessel of the postwar period to fly the Naval Reserve flag.

"In the years gone by, the Navy's function was protection of the Merchant Marine," Admiral Kinkaid said. "But today, things have changed. The Navy itself could not exist without the support of the Merchant Marine."

The *America* has the privilege of flying the Naval Reserve flag because 50 per cent of her officers, including her master, are members of the Reserve. Flags will be issued to other American merchant vessels having similar Reserve representation.

During the war, the *America* traveled half-a-million miles as USS *West Point* and carried 450,000 troops.

Torpedo Exploder

Development of its first successful influence torpedo exploder was announced by the Navy. Experiment and design were carried on during the war, and the exploder was placed in production during the closing months of World War II.

The exploder triggers the torpedo as a result of the distorted magnetic field in the vicinity of a ship. Four distinct advantages over impact exploders were noted:

- Firing is not dependent upon collision with a ship.
- Target area of the ship is increased.
- The torpedo can be set for greater depth where it will run with more accuracy, with no fear it will simply pass under the ship's keel. Consequently, it is more effective than previous exploders against shallow-draft vessels.
- Damage done to the ship is greater because explosions under the keel are more destructive than those against the side, especially in the case of heavily armored fighting ships.

Torpedoes equipped with the influence exploder, the Mark 9, may be launched from aircraft, surface craft or submarines.

Design was predicated on the fact that ships are constructed of steel, which is magnetic and therefore distorts the earth's natural magnetic field in the vicinity of the ship. The exploder responds to this distortion of the field, triggers a sensitive electrical circuit and sets off the torpedo.

Because of the sensitivity of the circuits involved, elaborate precautions had to be installed to prevent random noise from exploding the warhead.

Marine Promotions

Selection of four Marine Corps brigadier generals for promotion to the rank of major general has been approved by President Truman, it was reported in Alnav 608-46 (NDB, 15 Dec 1946). The selection board was headed by Lt. Gen. Roy S. Geiger, senior member. The officers, and their duties at the time they were selected for promotion, follow:

- Brig. Gen. Leo D. Hermle, USMC, Commanding General, MarCorps Base, San Diego, Calif.
- Brig. Gen. Alfred H. Noble, USMC, Assistant Division Commander, First Marine Division (Reinforced), China.
- Brig. Gen. Franklin A. Hart, USMC, Commanding General, Marine Barracks, Parris Island, S. C.
- Brig. Gen. William J. Wallace, USMC, Commanding General of Air, Fleet Marine Force.

NEWEST BASIC TRAINER TOUGH ON NAVAL PILOTS

Life is a bit tougher for naval pilots these days, since introduction of the new Naval Aviation Basic-Instrument Trainer, which has already, obviously, become the "navbit" to the initiated.

Fashioned by Link Aviation Inc. of Binghamton, N. Y., the new device is the latest, hottest and toughest thing to plague pilots in that required couple of hours a month of ground instrument practice.

It's a far cry from the old "Needle, ball and airspeed" days of Links. The pilot who climbs into this specimen for his U-pattern recheck finds himself faced with elevator, aileron and rudder tabs; landing flap and landing gear levers; throttle, prop and mixture controls; a startling panel of six different radio devices; and an instrument board loaded with everything from cylinder head temperature gauges to blind landing path indicators. And every one of the darn gadgets is tied into the Link circuit for the express purpose of making things hard for the unwary pilot!

Even the landing gear lever, when operated, so alters the circuits as to parallel the altitude and drag change experienced in a real plane in flight when the gear is lowered.

And for the guy who takes overlong to complete his pattern, there's a tricky little item which corresponds to an emptying gas tank and lets him down (theoretically, that is) with a gentle thud for a forced landing or crash.

As someone has pointed out, about the only thing the student can't do with the navbit is make himself a candidate for the fatal crash statistics.



NAVBIT as seen by the pilot is a complete mockup of the cockpit of a modern aircraft, and even trickier.

Navbit is destined to make itself felt throughout the Navy, and already more than 500 have been installed in, or shipped to, activities.

Eventually the device will replace all Link trainers now in use, but for the time being only the three earliest model Links have been declared obsolete and surplus, and navbit will operate side by side with its last predecessor, the Link Model 5.

First introduced this winter at Naval Air Training Bases, Corpus Christi, Tex., navbit has led to reorganization of the training program to the extent that air and ground training in instrument flight have been coordinated and the same instructor will teach the student both on the ground and in the air. Under the old system, civilian and Wave instructors conducted the ground training and the student shifted to a different teacher when the time came to try his instruments on wings.

Also in line with the coordination program, instrument instructors for the entire Navy will be trained at Corpus Christi, while Jacksonville, Fla., will produce all maintenance men for the new device.

30 Rear Admirals

Recommendations for appointment of 30 rear admirals were approved by the President to fill present and prospective vacancies in the Navy's official flag list. They were chosen by three naval selection boards, headed by Admiral R. A. Spruance, USN, made up of fleet commanders and other senior officers. The new flag officers, and billets they held at time of selection, are as follows:

Capt. James H. Foskett, USN, Naval Aide to the President.

Capt. John H. Carson, USN, ComTransRon 1.

Capt. Robert P. McConnell, USN, attached to CNO.

Capt. Ernest E. Herrmann, USN, Chief of Logistic Plans.

Capt. Ernest H. vonHeimburg, USN, Assistant Chief of Staff, Commandant Ninth Naval District.

Capt. Eliot H. Bryant, USN, President of Board of Review, Discharges and Dismissals.

Capt. John R. Redman, USN, CO Receiving Station, T. I., Calif.

Capt. Roscoe H. Hillenkoetter, USN, Naval Attache to France.

Capt. Francis P. Old, USN, Commander Atlantic Fleet Mine Forces.

Capt. Charles C. Hartman, USN, Staff, Commander Service Force, Pacific Fleet.

Capt. Wendell G. Switzer, USN, Chief of Staff, Commander Pacific Fleet Air Force.

Capt. William L. Rees, USN, on duty with the Naval Attache, London.

Capt. Heber H McLean, USN, Marine Superintendent of Panama Canal.

Capt. John A. Snackenberg, USN, BuOrd.

Capt. Richard H. Cruzen, USN, Commander Task Force 68 (Antarctic Expedition).

Capt. George C. Crawford, USN, CO USS *Chicago*.

Capt. Frederick I. Entwistle, USN, Chief of Staff, Commander Amphibious Forces Pacific.

Capt. William D. Johnson, USN, Chief of Staff, Commander Eighth Fleet.

Capt. Charles R. Brown, USN, Army Air Tactical School, Montgomery, Ala.

Capt. John M. Hoskins, USN, CO USS *Princeton*.

In addition to the officers selected for general line duty, 10 EDO officers were chosen. They are:

Commodore Joseph W. Fowler, USN, director of the Industrial Survey Division, Office of Secretary of the Navy.

Capt. Thomas P. Wynkoop, USN, Commander Naval Shipyard, Terminal Island, Calif.

Capt. Louis Dreller, USN, Commander Naval Shipyard, Pearl Harbor, T. H.

Capt. David H. Clark, USN, Director, Naval Engineering Experiment Station, Annapolis, Md.

Rear Admiral Paul F. Lee, USN, Chief of Naval Research, who held flag rank by virtue of his assignment.

Capt. Evander W. Sylvester, USN, Commander Naval Shipyard, Mare Island, Calif.

Capt. Paul B. Nibecker, USN, Chief of Industrial Relations.



BAT BOMB stands inspection by AstSecNav for Air John Nicholas Brown in a hangar at the Naval Aviation Ordnance Test Station at Chincoteague, Va.

Commodore Henry R. Oster, USN, BuAer.

Capt. Theodore C. Lonnquest, USN, Office of Chief of Naval Operations.

Capt. Charles A. Nicholson II, USN, BuAer.

In addition to the 30 selected by the boards, Capt. Clifford A. Swanson (MC), USN, was appointed by the President to succeed Vice Admiral Ross T. McIntire (MC), USN, as Surgeon General and Chief of BuMed, to rank as a rear admiral. Capt. Herbert L. Pugh, (MC), USN, was appointed Assistant Chief of BuMed to rank as rear admiral. Admiral McIntire is expected to retire.



Rear Admiral Swanson

The 30 new flag officers were selected from the Navy's top-ranking 500 eligibles. Approximately 268 flag billets are now authorized.

Four of the officers selected, Admirals Foskett, McConnell, Dreller, and Lonnquest, entered the service direct from civilian life or advanced through the enlisted rates to their present rank.

Selection of the officers was announced in Alnav 607-46 (NDB, 30 November).

Banker Honored

SecNav James Forrestal at a ceremony in the Navy Department presented a Certificate of Merit from the President to Clarence Dillon, of the investment and banking firm of Dillon, Read and Co.

The presentation was for outstanding fidelity and meritorious conduct in aid of the war effort against the common enemies of the U. S. and its Allies in World War II.

Tour Navy Installations

Assistant SecNav for Air John Nicholas Brown visited West Coast naval installations and training commands, accompanied by Rear Admiral Thomas S. Combs, USN, Deputy Chief of BuAer, and his aide, Capt. John L. Pratt, USN.

In California the group visited Alameda, Point Mugu, Inyokern, Los Angeles and San Diego, and stopped enroute at the Naval Air Station, Glenview, Ill.

Close Cooperation

Closer coordination of the Navy, the Army and the aircraft industries in the nation's aviation program was assured with the announcement of recent arrangements between the Aeronautical Board (composed of BuAer and AAF representatives) and the Aircraft Industries Assn.

The arrangements provide for review and comment by the aircraft industry on new and revised Army-Navy aeronautical standards prior to their final issue. The program will "insure a continuous and rapid development of mutually acceptable technical requirements for the procurement of aeronautical material."

The plans also call for increased coordination with producers of accessory equipment and structural components, arranged by the Aircraft Industries Association in cooperation with various diverse national industrial committees and societies.

The Aeronautical Board sees the new program as an aid in industrial mobilization. It is expected that the increased cooperation with industry will result in up-to-date procurement requirements readily adapted to rapid production expansion in event of emergency.

New Blood for Carabaos

The Military Order of the Carabao has extended its membership to include World War II officer veterans who served as officers or enlisted men in the Philippines at any time from 1 Dec 1941 to the termination of the war, and any officer who served west of the International Date Line where such service was incident to the liberation of the Philippines (including Aleutian service).

The members of the old society, 1898 to 1905, have announced their desire to perpetuate the society, turning it over to the veterans of World War II.

The Grand Paramount Carabao for this year will be Fleet Admiral William F. Halsey, USN.

Further information on the Carabaos may be obtained by writing to the Grand Lead and Wheel Carabao, 735 Woodward Building, Washington 5, D. C.

Businessmen Officers

Supply Corps officers are working in industry's back yard in a plan designed to acquaint them with current business practices and problems.

Twenty supply officers already have had tours of duty with industrial concerns, and a second group of 20 now is receiving instruction in ranking businesses of the nation. Much of the plan's success is attributed to the energetic, security-minded Navy Industrial Association, composed of more than 400 business and industrial firms organized primarily to promote naval affairs and protect the nation's interests.

The association, in cooperation with BuSandA, has assisted the training program by selecting the industries to which supply officers are assigned. The plan is an integral and permanent part of BuSandA's basic indoctrination schedule, which includes the specialization of selected officers in functional fields and graduate study in business administration (ALL HANDS, May 1946, p. 71).

Purposes of the industrial training plan include development of a functional specialty as a background for Naval service, mutual understanding of problems met by the Navy and industry, interchange of ideas on business procedure, furtherance of friendly relations between the Navy and industry and arousing interest in the Naval Reserve's Supply Corps component.

In a report to SecNav James Forrestal, the association pointed out that "care is taken to give the trainee an overall picture of the daily operations of business, including buying of raw materials."

BUILDS VEHICLE FROM SCRAP PILE

You can have your Bat-bombs, your nuclear theories, your high-powered radar sets! We'll take the remarkable "mechanical, electrical chair" of Edward Adkins, ACMM, USNR, as evidence that Americans are about the most resourceful people in history.

The Goldbergian device in the picture is a self-propelled vehicle, built entirely from scrap aircraft parts, simple to construct (believe it or not), and designed to help amputees get around in style.

Chief Adkins got his idea at the Naval Hospital, Oakland, Calif., and began rummaging in aircraft scrap heaps. He hauled out some old tail wheels, some arresting hook springs, electric power units that once had operated bomb bay doors, two-cycle gasoline engines, with 24-volt generators that had flown missions in patrol planes, and such miscellany as a radio receiver and headset, a fighter-plane seat, various lengths of hydraulic tubing and angle irons, landing gear warning horn and assorted gadgets.

He started on one side of this immense heap of junk and, applying some of that same mechanical genius that must have gone into the production of the first Model T, he worked his way through the pile. When he emerged from the other side his vehicle was ready for road tests.

Thing makes about 20 m.p.h. and is simple to operate. The chief says he thinks it would be fine for amputees to use in commuting to and from work. And they get a great kick out of building the gadgets in the program being set up at the hospital in Oakland.

The machine has one final touch. If you get a flat, just press a button and four hydraulic jacks lift it right up off the ground. Now why hasn't Detroit thought of something like that?



SELF-PROPELLED device constructed by Chief Adkins is designed to help amputees get around in style. It's built entirely of scrap parts.

Flag Promotions

Appointments of eight staff officers to rank as rear admirals have been approved by the President. The officers were recommended by Staff Officers Selection Boards, headed by Vice Admiral Ross T. McIntire, (MC), USN, and Rear Admiral John J. Gaffney, (SC), USN.

The officers, their duty stations and ranks in which serving at time of selection, are listed below:

Commodore Morton D. Willcutts, (MC), USN, Assistant Chief of BuMed for Professional and Personnel Operations.

Capt. Clarence J. Brown, (MC), USN, Medical Officer in Command, Naval Hospital, St. Albans, N. Y.

Capt. Arthur H. Dearing, (MC), USN, Medical Officer in Command, Naval Hospital, Oakland, Calif.

Capt. Paul M. Albright, (MC), USN, Medical Officer in Command, Naval Hospital, Corona, Calif.

Commodore John C. Adams, (MC), USN, Chief of Aviation Medicine Division, BuMed.

Commodore Carlton L. Andrus, (MC), USN, Chief of Planning Division, BuMed.

Capt. William V. Fox, (SC), USN, District Supply Officer, 11th Naval District.

Commodore John E. Wood, (SC), USN, Naval Aviation Supply Depot, Philadelphia, Pa.

Promotion of these officers will enable the Navy to maintain the number of flag officers in these two corps required to administer the authorized postwar Navy. Retirements, reversions to lower rank and returns to inactive duty have resulted in a loss of six Medical Corps officers and two Supply Corps officers from the effective flag officer list during the past few months.

Four of the officers selected have been serving in staff flag officer billets with the rank of commodore in order that assignments requiring a flag officer might be filled. New staff flag officers selected and recommended therefore total four.

Navigation Research

Progressive research in the field of navigation is carried out by the Institute of Navigation, membership in which is open to naval personnel.

A week's symposiums on polar navigation problems was sponsored by the Institute's Technical Development Committee for Air in New York City last month. Other committees are exploring the fields of operational and scientific navigation, in such subjects as loran, radar and radio, aerology and altimetry, navigational devices engineering, astronomy, mathematics and exploration.

Membership applications and inquiries may be addressed to the Executive Secretary, Institute of Navigation, University of California at Los Angeles, Los Angeles 24, Calif. Requests for technical papers and bulletins may be addressed to Gordon A. Atwater, President, Institute of Navigation, Hayden Planetarium, New York City, N. Y.

The Institute publishes a journal, "Navigation."

25 Principles

Twenty-five principles in the conduct of war, stated in Section V, Report of the Joint Committee on the Investigation of the Pearl Harbor Attack, will become a part of the curriculum at the Naval War College, Newport, R. I.

Fleet Admiral Chester W. Nimitz, USN, CNO, has recommended to Admiral Raymond A. Spruance, USN, president of the college, that, "While many or all of these principles may be covered directly or by implication in the course now offered at the Naval War College, the Chief of Naval Operations considers them of such importance that specific study and instruction should be devoted to them."

Admiral Nimitz declared that observance of the 25 principles is necessary for "sound organization and for simpler and more certain command and staff procedures for the Navy."

The 25 principles follow:

1. Operational and intelligence work requires centralization of authority and clear-cut allocation of responsibility.

2. Supervisory officials cannot safely take anything for granted in the alerting of subordinates.

3. Any doubt as to whether outposts should be given information should always be resolved in favor of supplying the information.

4. The delegation of authority or the issuance of orders entails the duty of inspection to determine that the official mandate is properly exercised.

5. The implementation of official orders must be followed with closest supervision.

6. The maintenance of alertness to responsibility must be insured through repetition.

7. Complacency and procrastination are out of place where sudden and decisive action are of the essence.



FIRST ENLISTEES under new policy of opening Naval Reserve to nonveterans 17 to 18½ and 30 to under 40 years of age are sworn in by Vice Admiral L. E. Denfeld, USN, Chief of Naval Personnel. (For complete details see page 56.)

8. The coordination and proper evaluation of intelligence in times of stress must be insured by continuity of service and centralization of responsibility in competent officials.

9. The unapproachable or superior attitude of officials is fatal; there should never be any hesitancy in asking for clarification of instructions or in seeking advice on matters that are in doubt.

10. There is no substitute for imagination and resourcefulness on the part of supervisory and intelligence officials.

11. Communications must be characterized by clarity, forthrightness, and appropriateness.

12. There is great danger in careless paraphrase of information received and every effort should be made to insure that the paraphrased material reflects the true meaning and significance of the original.

13. Procedures must be sufficiently flexible to meet the exigencies of unusual situations.

14. Restriction of highly confidential information to a minimum number of officials, while often necessary, should not be carried to the point of prejudicing the work of the organization.

15. There is great danger of being blinded by the self-evident.

16. Officials should at all times give subordinates the benefit of information.

17. An official who neglects to familiarize himself in detail with his organization should forfeit his responsibility.

18. Failure can be avoided in the long run only by preparation for any eventuality.

19. Officials, on a personal basis, should never countermand an official instruction.

20. Personal or official jealousy will wreck any organization.

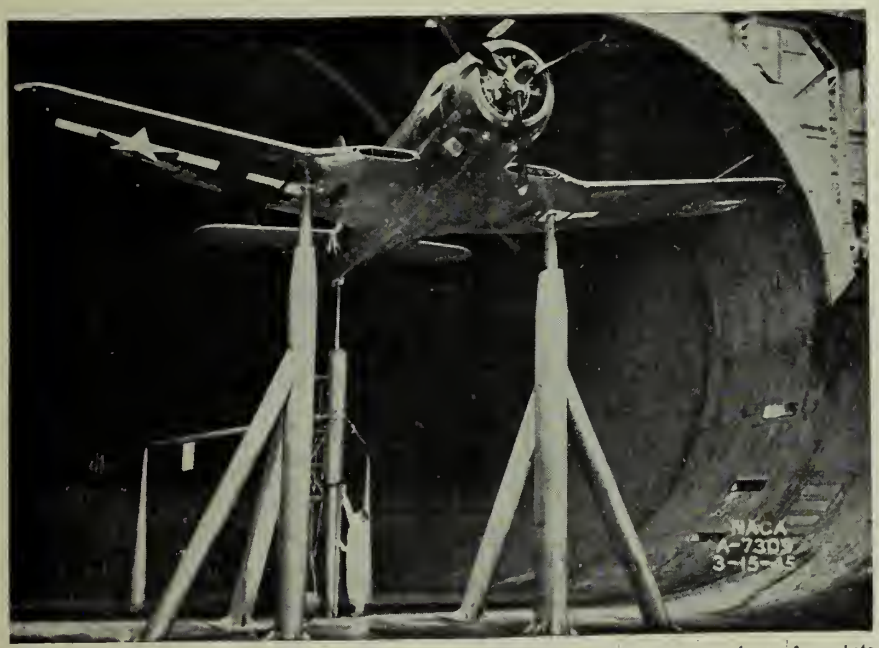
21. Personal friendship, without more, should never be accepted in lieu of liaison or confused therewith where the latter is necessary to the proper functioning of two or more agencies.

22. No considerations should be permitted as excuse for failure to perform a fundamental task.

23. Superiors must at all times keep their subordinates adequately informed and, conversely, subordinates should keep their superiors informed.

24. The administrative organization of any establishment must be designed to locate failures and to assess responsibility.

25. In a well-balanced organization there is close correlation of responsibility and authority.



Acme photo

WARTIME TOP SECRET was this giant wind tunnel at Moffet Field, Calif. The 40' by 80' structure is capable of housing a full scale plane such as this Navy Fireball. Wind for the tunnel is created by six 6,000 horsepower motors.

BOOKS:

STORIES OF THE PAST LIGHT WAY TO FUTURE

The books selected for special mention this month strike a serious note as, perhaps, is appropriate to January and the beginning of another year in a difficult era. They deal with past events but they relate the past as it affects the future. Perhaps these books, with the successes and failures of 1946 behind us, will help Navy readers face the challenge of 1947.

All three are now being distributed to ships and shore stations along with others, briefly noted below, designed to bring variety to your reading.

● ***"The Lost War,"*** a Japanese reporter's inside story, by Matsuo Kato; Knopf.

This version of the war with Japan by a Japanese merits consideration. The author, a leading correspondent for Japanese newspapers, received his university education in the United States. He returned to this country as Washington representative of Domei news service in the critical months prior to Pearl Harbor. His book commences with the visit of Admiral Kichisaburo Nomura on a peace mission in 1941, and concludes with the arrival of General Douglas MacArthur's plane at Atsugi airfield four years later.

Mr. Kato belongs to the group of Japanese intellectuals and professional men who considered themselves pro-American, and consequently opposed to the idea of war with the United States. According to his interpretation of events, the Army clique—not the Navy clique—should bear the maximum responsibility for the war. As for Japanese politicians, such as Prince Konoye and Yosuke Matsuoka, he finds them more ineffectual than scheming.

Admiral Nomura was unaware that war was brewing, the author seems convinced, while he talked peace with Secretary of State Hull. In the case of Mr. Kurusu, Japan's last minute envoy, Mr. Kato writes that he knew nothing of Premier Tojo's plans to attack while he negotiated with Secretary Hull in Washington.

Of added interest is the personal side of Mr. Kato's story, which relates that in 1941 he was not as welcome in some Washington circles as he had been when relations between the United States and Japan were more cordial. The author also describes his internment at Hot Springs and White Sulphur Springs, and his repatriation to Japan in the summer of 1942.

During the war Mr. Kato's contribution to the Japanese effort was in psychological warfare. This phase he details from the Japanese viewpoint. In this connection he calls attention to some amusing mistakes made by the U. S. in broadcasts and leaflets. In the leaflets, for instance, "freedom of speech" became "freedom of words;" while "freedom from want," according to our translators, became "freedom from desire" to the Japanese.

The book is remarkable in many respects; it is an informative, readable and casual account of disaster that occasions speculation as to just what responsibility the Japanese people feel for their present state. It is a valuable interpretation, nonetheless, and can be recommended to all who are interested in our future relations in the Pacific.

● ***"The Congress of Vienna,"*** a study in Allied unity 1812-1822, by Harold Nicolson; Harcourt, Brace & Co.

Believers in the old adage that history repeats itself will find a basis for their opinion in Mr. Nicolson's new book, *The Congress of Vienna.* As one of England's foremost writers and students of diplomatic history, he writes with great charm and versatility, although in this work he makes no claim to original research.

An earlier book by Mr. Nicolson, *Diplomacy*, presents a basic guide to conduct of contemporary foreign affairs. In this latest work he presents a most illuminating picture of the period following the Napoleonic Wars, when men and nations faced problems of reconstruction and readjustment similar to those of today. Such an examination of fundamental problems in the perspective of more than a century is not only an important contribution, but it can make most exciting reading as well. Many passages in the book tend to prove that history has its recurring patterns of similarity, and that even though there may be internal changes in nations their pattern of conduct remains surprisingly stable.

The period covered in Mr. Nicolson's book is the 10 years following Napoleon's retreat from Moscow, when the nations who allied to defeat the Napoleonic threat of totalitarianism began to squabble and bicker with the common danger removed. Such figures as Lord Castlereagh of England, Metternich of Austria, Alexander of Russia and Frederick of Prussia dominated the peace conferences at Paris and Vienna. Mr. Nicolson portrays them in a vivid fashion that brings them to life as personalities almost recognizable as those at the recent Paris peace conferences and United Nations meetings. These men struggled for answers to questions now being debated all over again.

Though the results of their labors brought a hundred years of comparative peace to Europe, these leaders failed to arrive at a solution because, as Mr. Nicolson points out, the treaties of Vienna created in Europe a super-structure based on force and privilege rather than on justice and law. The treaties themselves were static, not dynamic, seeking to placate kings rather than peoples; failing utterly to bring about the desired results.

In the light of today Mr. Nicolson has given us a sober yet compelling picture of an epic that, even if past, has implications of vital concern to the present.

● ***"Weapon of Silence"*** by Theodore Koop; University of Chicago Press.

The dramatic story of wartime civilian censorship and the part it played

FORLORN FUBAR FINDS A FELLER

Fubar's got a feller, it has been learned from a usually authoritative source on affairs of the heart.

Fubar, of course, is the pet duck at NAS, Jacksonville, where until recently she led a chaste and maidenly existence, customarily sacking out in a straw-filled box under a station building.

No quacks, please.

Then, waddle you know, a handsome drake waded into the situation. Now NAS sailors profess to believe that Fubar, unsophisticated creature that she is, betrays the state of her emotions with all the usual signs. Fubar and friend keep constant company, conversing as lengthily and as unintelligibly as any smitten pair.

Proof that this is no shallow affair, say witnesses, is the conduct of the drake, who has stepped in with both feet. Although still unchristened, he appears content to make the Navy his career—the Navy and Fubar.

Fubar? From the familiar Navy expression, "Fouled up beyond all recognition."



FUBAR, left, (or Fubar, right—danged if we know), is happy now. That other joker (left or right) is her first male feathered friend.

in winning the war is presented in an authentic, and readable, book by the Assistant Director of the Office of Censorship.

Mr. Koop describes the selection of men and women from all walks of life to form the organization and perform the tremendous job of censorship. He tells also of the public reaction to censorship—never popular in a democracy; the voluntary censorship by press and radio; the checking of thousands of letters, telephone calls, telegrams and cablegrams. Using actual case histories, the author recounts this task of checking communications in an exciting fashion, thrilling as any adventure story.

The censor's shears served not only as a defensive weapon, blocking communications whether innocent or subversive if they endangered lives and equipment of U. S. forces, but also took the offensive by ferreting out bits of news which were used by our own intelligence. Interception of vital information to and from enemy agents by following a hunch or by decoding a seemingly innocent message was all in a day's work for the Office of Censorship, but proved of tremendous importance to the FBI, with whom it worked very closely, in bringing to trial a great number of spies.

Pointing out the necessity for wartime censorship as a security measure, the author pays tribute to work done by Byron Price and his co-workers in the Office of Censorship, but he warns of the danger of curtailing freedom of expression in time of peace. He contends that good censorship, like good government, is at its best when voluntarily accepted by a people for the security of all.

Variety of Books

Briefly noted:

● ***"Acres of Antaeus"*** by Paul Corey; Holt.

Jim Buckley and Emily, his wife, fight for their beliefs in the future of Iowa and the Iowa farmer.

● ***"Mink, Mary and Me"*** by C. J. Ferguson; Morrow & Co.

Guaranteed to give you a yen for trapping in the Canadian North Woods. Plenty of excitement and never a dull moment for Trapper Ferguson, his wife and baby.

● ***"Mr. Adam"*** by Pat Frank; Lippincott.

After an atomic plant explosion, an alert reporter discovers—following an appropriate interval, of course—that no more babies are arriving anywhere in the world with the exception of the home of Mr. and Mrs. Adam. Mr. Adam becomes a national, then an international issue. There is a surprise ending and plenty of laughs.

● ***"Their Ancient Grudge"*** by H. H. Kroll; Bobbs Merrill.

Violence and sudden death were common to the Kentucky-West Virginia hills during the days of the Hatfield-McCoy feud. Mr. Kroll presents the woman's angle in this story of the famous families.

● ***"Green Grass of Wyoming"*** by Mary O'Hara; Lippincott.

Miss O'Hara continues her story of the McLaughlin family—more specifically, the story of Rod and his beloved horse, Thunderhead. Devotees of *My Friend Flicka* and *Thunderhead* need no further recommendation for this latest tale of adventure in Wyoming.

● ***"Holdfast Gaines"*** by O'Dell and Willard Shepard; Macmillan.

There is plenty of excitement in this historical novel based on the life and adventure of an Indian chief from 1780 to 1815. No ordinary redskin, Holdfast was raised by white people and his whole life was colored by the conflict between his own and his adopted peoples.

● ***"All the King's Men"*** by Robert P. Warren; Harcourt Brace.

Backwoods boy and country lawyer, Willy Stark rose to become political boss of his state. This is the story of Willy, ruthless in his relations with other persons but possessed of a magnetic personality that won him followers. Good male fare.

Library Section Head Retires After 27 Years

After 27 years in the civilian service of her government, Miss Isabel DuBois retired last month as head of the Library Section of the BuPers Welfare Activity. Only last July, in recognition of her unselfish labors, she had received the Navy's highest civilian award—the Distinguished Civilian Service Award.



Miss DuBois

The citation of SecNav James Forrestal said that "By her thorough knowledge of her duties, her untiring efforts, her mature judgment and discretion, her integrity and outstanding ability, Miss DuBois conducted the entire library program of the Navy in a manner highly satisfactory both to her superiors and to the many Navy and Marine Corps personnel . . ."

In her capacity as head of the Library Section, Miss DuBois not only was responsible for the purchase of books for all ship and shore libraries, but she also supervised their distribution and the selection of civilian librarians at Navy shore establishments. Miss DuBois also was active in formulating and carrying on the Armed Services book program.

QUIZ AWEIGH

What do you know about the Navy? Super Salts should get six correct answers, Old Salts five, Young Salts four and Boots three or less.



1. Sailor is operating (a) radio (b) radar (c) sonar.

2. By means of the talker he relays information to (a) bridge (b) engine room (c) chief's quarters.



3. Award at left is (a) Army-Navy Medal (b) Navy Cross (c) Sailor's Medal.

4. Medal at right is (a) Bronze Star (b) Silver Star (c) Gold Star.



5. Bomb attached to plane's wing is (a) radar-guided Bat (b) radio-guided Tiny Tim (c) V-2 rocket.

6. Plane is (a) PBM (b) PV-1 (c) PB4Y-2.

ANSWERS ON PAGE 61

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Six Ships Awarded NUC for Outstanding Action



USS Birmingham (CL 62)



USS Woolsey (DD 437)

Six U. S. warships have been commended for their outstanding combat service.

Navy Unit Commendations were awarded USS *Salt Lake City* (CA 25) and USS *Birmingham* (CL 62) for action in the Pacific; USS *Hilary P. Jones* (DD 427) and USS *Woolsey* (DD 437) for action in European waters; and USS *Ammen* (DD 527) and USS *Wickes* (DD 578) for action at Okinawa.

USS *Salt Lake City* was cited for outstanding action against a superior Japanese surface force in the naval engagement of Komandorski Island on



USS Salt Lake City (CA 25)

26 March 1943. Operating with Task Group 16.6 between Attu and Paramushiru, when a large enemy force was intercepted, the *Salt Lake City* engaged the enemy with her after turrets until the magazines were depleted and, despite the difficulty of supplying the ammunition from the forward magazines, maintained rapid and uninterrupted fire. Although hit four times, twice below the waterline, during the battle, she sent up a heavy volume of 5-inch antiaircraft fire and aided in depriving the enemy of effective use of spotting planes. She contributed to the disruption of a possible hostile attack on the Attu-Kiska-Aleutians Area.

Rear Admiral (then Capt.) Bertram J. Rodgers, USN, Coronado, Calif., was CO of the cruiser during the action.

USS *Birmingham* was commended for services during salvage operations after the USS *Princeton* was damaged by enemy action in the Battle of Samar on 24 Oct 1944. Although the weather was foul and fires were raging on the flight and upper decks of the stricken carrier and there were violent internal explosions, the *Birmingham* went alongside and fought fires desperately for several hours. She had almost extinguished the blaze when she was forced to stop and gain sea room to protect the *Princeton* from the combined threat of submarine and air attack.

With the carrier drifting rapidly in the high wind, the cruiser had again maneuvered close alongside when a terrific explosion blew off the major part of the *Princeton's* stern, enveloping the *Birmingham* in heavy smoke and debris, raking her starboard side from stem to stern with shrapnel, plating and planking, and killing and wounding more than half the ship's company. Prepared to help further by towing the remaining hulk, she discontinued her perilous mission only when ordered to abandon and sink the *Princeton*. She subsequently retired to Ulithi without assistance despite the serious casualties sustained.

The CO at the time was Rear Admiral (then Capt.) Thomas B. Inglis, USN, Chevy Chase, Md.

USS *Hilary P. Jones* received her commendation for service in support of military operations off San Remo and Port Maurizio, Italy, on 17 and 18 Sept 1944. Operating in defiance of enemy coastal batteries and further menaced by submarines, E-boats, explosive boats, human torpedoes, and midget submarines, the destroyer battered enemy shipping and ground facilities to neutralize or destroy German emplacements. She disrupted hostile troop concentrations, demolished ammunition and fuel supply dumps, and sank or damaged innumerable small craft and barges.



USS Hilary P. Jones (DD 427)

Comdr. Frederick M. Stiesberg, USN, Santa Cruz, Calif., was CO of the ship.

The Navy Unit Commendation was awarded the USS *Woolsey* for services during the invasion of Sicily and off Licata, Gala and Salerno, from 9 July to 25 August and from 9 to 13 Sept 1943; in the Oran area on 16 Dec 1943; off Anzio, Italy, from 21 January to 17 Feb 1944; and off the coast of Southern France from 13 August to 23 Sept 1944 and from 21 October to 18 Nov 1944. Engaged in numerous shore bombardments on enemy coastal defenses, and in pro-



USS Ammen (DD 527)



USS Wickes (DD 578)

viding fire support for our amphibious landings in scattered Mediterranean areas, the *Woolsey* repeatedly penetrated mine-infested waters despite counterbattery fire to deliver devastating barrages, accounting for the destruction of an enemy railway battery, gun emplacements, and tank concentrations. Relentless in covering her assigned areas, she contacted and tracked down the U-73 without the assistance of aircraft, and dropping but one pattern of depth charges, crippled the undersea craft and finished it off with gunfire.

During this period Comdr. Henry R. Wier, USN, Elmhurst, N. Y., was the CO of the ship.

As fighter direction ships on radar picket duty during the Okinawa campaign, the USS *Ammen* and USS *Wickes* were awarded the Navy Unit Commendation; the *Ammen*, for the period 1 April to 24 June 1945, and the *Wickes*, for the period 27 March to 15 May 1945. The ships were natural and frequent targets for heavy Japanese aerial attacks while occupying advanced bases, but they defeated all efforts of enemy kamikaze and dive bombing planes to destroy them. They sent out early air warnings and provided fighter direction.

In addition, the *Ammen*, with her own gunfire, assisted in downing two hostile planes and routed many others. The *Wickes* downed three planes, shared in the destruction of two.

These ships rendered valuable service in preventing the Japanese from striking in force the naval forces off the Okinawa beachhead. During the period for which the ships were cited Comdr. James H. Brown, USN, Chamberlain, S. D., was CO of the *Ammen*, and Comdr. James B. Cresap, USN, Seattle, Wash., was CO of the *Wickes*.

PatBomRon 74 Gets Unit Commendation

Patrol Bombing Squadron 74 has been awarded the Navy Unit Commendation by Secretary of the Navy James Forrestal for anti-submarine warfare in the Atlantic from 7 June 1942 to 31 July 1943.

While fulfilling a vital assignment in connection with anti-submarine warfare, the squadron was undaunted by the dangerous weather and sea conditions and the ever-present danger of being forced down in the ocean. An imposing record was compiled in the sighting of 29 enemy submarines, in attacking 16, in destroying five and in inflicting damage upon two others.

During its numerous missions, its pilots and aircrewmen individually courageous and, acting as a smoothly-functioning team, effected numerous hazardous open-sea landings to rescue 220 stranded airmen and mariners, and in addition, dropped supplies to survivors of merchant disasters and directed surface craft to their rescue.

This fighting unit, which contributed notably to the Allied success in crushing the U-boat menace in the Atlantic, was under the command of Comdr. Joseph C. Toth, USN, of Williamsburg, Va., during the time cited.

A LONG WAIT FOR RECOGNITION

Although it's a known fact that decorations are sometimes presented a long time after the action for which the award was given took place, something so new in delay that it makes an ordinary wait pale by comparison occurred recently in a ceremony in New York. Comdr. (then Ensign) William K. Boone USNR, of New York City, was awarded the Navy and Marine Corps Medal for an outstanding display of courage during World War I.

Not only that, but the citation was based on a letter of commendation dated in August 1918 from then Secretary of the Navy Josephus Daniels. The Secretary cited Comdr. Boone for his fearlessness when, as an ensign aboard the USS *Louisiana*, he jumped overboard in an attempt to rescue an enlisted man who had fallen in a strong ebb tide and later drowned.

In all fairness to the Department, it should be added that the delay was due, not to traditional red tape, but to the fact that the medal for such action was authorized only recently.



COMDR. William K. Boone Jr., right, is congratulated by Rear Admiral Monroe Kelly at presentation.

Marine Awarded Medal of Honor

Pfc. William R. Caddy, USMCR, of Quincy, Mass., has been posthumously awarded the Congressional Medal of Honor. He displayed conspicuous gallantry and risked his life over and beyond the call of duty during the seizure of Iwo Jima in the Volcano Islands.

While serving as a rifleman with Co. I, 3d Batt., 26th Marines, 5th MarDiv, on 3 March 1945, he boldly defied shattering machine gun and small arms fire to move forward with his platoon leader and another marine during a determined advance of his company through an isolated sector and, gaining the comparative safety of a shell hole, took temporary cover with his comrades. They were immediately pinned down by sniper fire from a well-concealed position, and his repeated attempts to move forward were unsuccessful.



Pfc. Caddy

When advance proved impossible, he and his platoon leader engaged the enemy in a fierce exchange of hand grenades until one landed in the shell hole. Disregarding all personal danger, he threw himself on the missile, absorbed the explosion with his body and protected the others from serious injury. Pfc. Caddy reflected the highest traditions of the United States Navy with his dauntless courage and valiant spirit of self-sacrifice in the face of certain death.

Medal of Honor To Marine Major

For his part in the defense of Wake Island during the critical days after 8 Dec 1941, Maj. Henry T. Elrod, USMC, was awarded posthumously the nation's highest award, the Congressional Medal of Honor. While attached to MarFitRon 211, during action against Japanese land, surface and aerial units, Maj. Elrod risked his life over and above the call of duty until he was mortally wounded on 23 Dec 1941.

Engaging vastly superior forces of enemy bombers and warships on 9 and 12 December, he shot down two of a flight of 22 and, executing repeated bombing and strafing runs at extremely low altitude and close range, succeeded in inflicting mortal damage on a large Japanese vessel. The action represented the first sinking of a major warship to be destroyed by small caliber bombs delivered from a fighter-type aircraft.

When his plane was disabled by hostile fire and no other ships were available, Maj. Elrod assumed command of one flank of the ground line of defense set up in defiance of the enemy landing. Conducting a brilliant defense, he enabled his men to hold their positions and repulse determined Japanese attacks. He went repeatedly through intense hostile fusillades to provide covering fire for unarmed ammunition carriers. During one enemy rush in



Maj. Elrod

force, he captured an automatic weapon and, giving his firearm to one of his men, fought on vigorously. In a large measure responsible for the gallant resistance of his sector, Maj. Elrod led his men with bold aggressiveness until he fell mortally wounded. His superb skill as a pilot, his daring leadership and unswerving devotion to duty distinguished him among the defenders of Wake Island, and his conduct reflects the highest credit on himself and the United States Naval Service.

Sergeant Honored For Okinawa Action

The Congressional Medal of Honor has been posthumously awarded Sgt. Elbert L. Kinser, USMCR, of Greenville, Tenn., for his action on Okinawa Shima in the Ryukyu chain on 4 May 1945. While acting as a leader of a rifle platoon with Co. I, 3d Batt., 1st Marines, 1st MarDiv, Sgt. Kinser demonstrated conspicuous gallantry and fearlessness at the risk of his life, over and beyond the call of duty.

While moving up a strategic ridge along which his platoon was holding newly-won positions, he was taken under sudden, close attack by hostile troops entrenched on the reverse slope. He engaged the enemy in a fierce hand grenade battle. He was quick to act when a Japanese hand grenade landed in the immediate vicinity. Realizing that several of his men's lives would be endangered by the explosion, he unhesitatingly threw himself on the deadly missle. He yielded his own chance of survival that his comrades might live and carry on the struggle.



Sgt. Kinser

The highest traditions of the United States Naval service were sustained and enhanced by his courage, cool decision, and valiant spirit of self service in the face of certain death.

NAVY CROSS

Gold star in lieu of second award:

★ FAGAN, Francis L., Capt., USMC, Columbus, Wis. (posthumously): As CO of Co. G, 2d Batt, 9th Marines, 3rd MarDiv, Capt. Fagan demonstrated extraordinary heroism. In action against the enemy forces on Iwo Jima in the Volcano Islands on 25 and 26 Feb 1945, he determined to break an entrenched network of emplacements concealed in the massive rock formations and twisting ridges which constituted the natural ramparts of the enemy's cross-island defenses. He coordinated and led a combined tank-infantry assault against a Japanese strong point on the high ground west of airfield number two, and, boldly defying the powerfully organized opposition, he continuously exposed himself to an intense barrage of fire as he directed the sustained fire of his automatic weapons against the heavily fortified pillboxes he had located. Driving his tanks relentlessly forward, he blasted one death trap after another to make slow but steady progress toward the defended ridge position. Painfully wounded during the hostilities, he refused evacuation and held his ground through the night despite ferocious opposition. The following morning he resumed his close-in tactics and led his men in a hand to hand assault of the contested area. He succeeded in destroying several enemy fortifications before he fell, mortally wounded, while leading a charge against a stubbornly-resisting pillbox. Though he lost his life, by his outstanding valor and brilliant combat skill Cap. Fagan had effected the annihilation of approximately 150 Japanese, the destruction of more than 30 enemy fortifications, and the seizure of key positions which materially furthered the operations of his division against this vital outpost of the Japanese Empire.

First award:

★ ABEL, Brent M., Comdr. (then Lt. Comdr.), USNR, Cambridge, Mass.: As CO, USS *Buckley*, in offensive action against a German submarine on 6 May 1944, Comdr. Abel expertly directed his command and made an undetected, high-speed approach in bright moonlight to a surfaced German U-boat. With skilled seamanship, he silenced its guns within four minutes after contact, despite a heavy barrage of enemy torpedo and automatic-weapon fire. Narrowly escaping another torpedo, he then closed on the wildly maneuvering submarine, raked it with all available fire and rammed, with the enemy attempting to board the vessel in retaliation. Withstanding the desperate attacks of the enemy ship, which tried to ram after the combatants became disengaged, he persistently held to his target until the submarine, with its conning tower shattered and burning fiercely, all hatches open, abandoned by its crew and completely out of control, disappeared beneath the surface of the water and exploded.

★ ASCHENBACH, Julius C., Lt. (then Lt. (jg)), USNR, Washington, N. J.: As officer in tactical command of MTBs 138 and 133, attached to MTBRons, 7th Fleet, during operations against Japanese forces on the night of 13 May 1944, Lt. Aschenbach showed extraordinary heroism. With one man killed and another wounded, and his boats badly holed by intense fire from hostile surface craft and shore batteries, he closed within 200 yards of four enemy barges and, conducting bold tactical maneuvers in the face of heavy barrages, pressed an attack against the enemy, sinking three of the barges. When one of his boats was rendered inoperative at the same time that fire broke out in his own engine room, Lt. Aschenbach started in again toward the batteries and took these under fire, withdrawing only when he saw that the other boat was under way.

★ BANGS, Louis L., Lt. Comdr., USNR, Mullinville, Kans.: While serving as pilot of a dive bomber in BomRon 10, attached to the USS *Enterprise*, Lt. Comdr. Bangs participated in a daring strike against the Japanese Fleet. In action during the First Battle of the Philippine Sea, west of the Marianas Islands on 20 June 1944, he selected an enemy aircraft carrier as his target and, skillfully maneuvering his plane to evade fierce enemy fighter opposition, executed an accurate dive-bombing attack on the enemy vessel and severely damaged the ship. His brilliant airmanship, fighting spirit, and unwavering devotion to duty were in keeping with the highest traditions of the U. S. Navy and by his conduct he contributed materially to the success of our operations in this engagement.

★ BEARDEN, Henry C., Lt.(jg) (then Ens.), USNR, Chattanooga, Tenn.: As pilot of a dive bomber in BomRon20, attached to USS *Enterprise*, during action against units of the Japanese Fleet in the Battle of Leyte Gulf, 25 Oct 1944, Lt.(jg) Bearden demonstrated superb airmanship. Flying as wingman on a search mission when an enemy task force was sighted and his division assigned an aircraft carrier as target, he defied a withering barrage of antiaircraft fire to dive low over the ship and release his bombs at a perilously low level to score direct hits which started fires and contributed materially to the extensive damage of the Japanese vessel.

★ BELLAT, Joseph S., Pl. Sgt., USMC, Cleveland, Ohio: While serving with the 2nd Bat, 7th Marines, 1st MarDiv, in action against enemy Japanese forces on Peleliu Island in the Palau Group on 18 Sept 1944, Sgt. Bellat proved himself an aggressive leader. Penetrating with his unit to the mouth of a draw between a vital ridge and a group of pinnacles during a furious assault against enemy forces entrenched in the hills north of the airfield, he promptly assumed command when his platoon was struck at a point-blank range by merciless fire from a concealed enemy gun. He worked tirelessly to restore the situation even though half the unit was killed, his leader a casualty, and the remainder of the force disorganized. When he succeeded in locating the enemy

HOW DID IT START?

Oath of Allegiance

Raising of the right hand when taking an oath or swearing allegiance is nothing new in this modern age. In fact, the custom is one of the oldest on record.



It originated in the early days of sailing ships. In those days a man was known for his honesty, and all criminals were branded in the palm of their hands.

As it was illegal for a criminal to testify, the unbranded hand, when raised, proved its owner to be a man of honesty and integrity and one whom the ship owner could welcome as a sailor aboard his ship.



NavTraCen, Great Lakes, Ill.

"And we had to open our big mouths and ask for leaves."

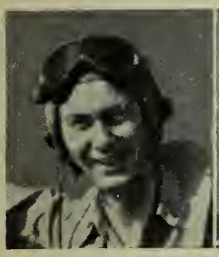
NAVY CROSSES AWARDED TO 16 FOR HEROIC ACTION



Comdr. Abel



Lt. Bangs



Lt.(jg) Bearden



Pl. Sgt. Bellat

weapon, he directed the fire of three tanks against it and destroyed it, though he lost two tanks in the operation. After assisting personally in the extrication of the wounded from the point of danger, he organized the remnants of his platoon and moved forward with the one remaining tank. He made a daring attempt to locate the enemy pillboxes that were delivering deadly fire, but the antitank fire and mortar barrage were heavy and he was ordered to retire. He effected a successful withdrawal and evacuated all the wounded. By his initiative and personal valor in a critical situation, Sgt. Bellat removed a serious threat to all our forces in that area and saved his unit from certain disaster.

★ DENNISON, Harold L., Lt. Comdr., USNR, New Orleans: As CO of a PBY-5 against enemy forces in the Bismarck Sea on the nights of 16 and 22 Jan and 15 Feb 1944, Lt. Comdr. Dennison inflicted great damage on the Japanese forces. Making repeated bombing attacks and strafing runs against enemy warships and merchant vessels, he fought fearlessly, bombing an enemy destroyer and returning to strafe it in the face of intense fire which damaged his plane. He attacked a large merchant vessel in a strongly defended convoy and, in the face of heavy fire, sufficiently damaged a large enemy tanker to run it aground.

★ FISHER, Ellia J., Lt. Comdr. (then Lt.), USN, Oakland, Calif.: As pilot of a patrol bomber during action against the Japanese in the Bismarck Sea from 31 Dec 1943 to 13 Feb 1944, Lt. Comdr. Fisher engaged in numerous armed reconnaissance missions against Japanese shipping. He participated in many attacks on heavily escorted enemy convoys, sinking a large merchant vessel, a tanker and five motor launches, inflicting heavy damage on an escort vessel, a large tanker and a large merchant vessel, probably destroying an armed vessel and a midget submarine, thereby contributing greatly to the destruction of enemy shipping.

★ FLYNT, Lloyd C., Lt., USNR, Washington, D. C.: As pilot of a dive bomber and section leader in BomRon 20, attached to USS *Enterprise*, during action against units of the Japanese Fleet in the Battle for Leyte Gulf, 24 Oct 1944, Lt. Flynt aided in inflicting extensive damage on an enemy vessel. He gallantly led his section in a dive-bombing attack on one of the aircraft carriers and, defying the withering barrages of antiaircraft fire, dived low over the maneuvering ship to release his bombs at a perilously low altitude. He succeeded in scoring direct hits which started fires and contributed materially to the damage of the carrier.

★ GILROY, Anthony F., Lt.(jg), USNR, Brooklyn, N. Y.: As pilot of a bombing plane in BomRon 7, attached to USS *Hancock*, during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944, Lt.(jg) Gilroy contributed materially to the damage inflicted on the enemy. Launched at dawn from his carrier, when a formidable task force of Japanese battleships, cruisers and destroyers attacked our escort carriers, he held steadily to the course and, closing in on the disposition despite strong winds, persistent enemy shelling and intense aerial opposition, pressed home a bold, long-range attack with devastating speed and skill to score a direct hit on a Japanese battleship. By his superb airmanship and determination in the face of tremendous odds, Lt.(jg) Gilroy contributed essentially to the destruction inflicted on the enemy in this engagement.

★ KINARD, Leon F., Lt.(jg) (then Ens.), USNR, Lake City, Fla. (posthumously): As a pilot in BomRon16, attached to USS *Lexington*, in operations against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944, Lt.(jg) Kinard proved himself an intrepid airman. In the face of enemy air opposition and extremely intensive and continuous antiaircraft fire, he pressed home a hazardous dive-bombing attack on a Japanese aircraft carrier and, accurately placing his bomb, scored a direct hit on his target, despite its desperate evasive tactics. He contributed directly to the sinking of the enemy aircraft carrier and played a gallant part in the strenuous operations during this critical period in the Pacific war.

★ NELSON, Loren E., Lt., USNR, Takoma Park, Md.: As pilot of a dive bomber in BomRon 15, attached to the USS *Essex*, Lt. Nelson served in action against major units of the Japanese fleet in the Sibuyan Sea during the Battle for Leyte Gulf on 24 Oct 1944. Fearlessly pressing home his attack to low altitude in the face of accurate and intense antiaircraft fire from the entire enemy formation, he skillfully obtained a direct hit on a Japanese battleship of the Nogat class, thus contributing materially to the success of the battle.

★ POHTILLA, William C., Lt. (then Lt.(jg)), USNR, West Hibbling, Minn.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during action against Japanese units in the Battle for Leyte Gulf on 24 Oct 1944, Lt. Pohtilla aided in the destruction caused an enemy carrier. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned an aircraft carrier as a target, he defied antiaircraft fire to fly low over the maneuvering warship and release his bombs at a periously low altitude to score direct hits which started fires and contributed to the extensive damage of the Japanese vessel.

★ PORTZ, Warner P., Comdr., USN, Washington, D. C. (posthumously): As senior officer of 1,600 prisoners of war, Comdr. Portz was confined in the holds of the enemy prison ship Oryoku Maru from 13 to 15 Dec 1944. He protested vigorously to the Japanese authorities at the gross overcrowding of prisoners in unventilated holds before the departure from Manila, and he repeated complaints for the following 48 hours despite beatings and threats of execution. He stationed himself at the top of number four hold and interceded on behalf of his men who were



Lt. Comdr. Dennison



Capt. Fagan



Lt. Comdr. Fisher



Lt. Flynt



Lt.(jg) Gilroy



Lt.(jg) Kinard



Lt. Nelson



Lt. Pohtilla



Comdr. Portz



Lt. Reed



Comdr. Torrey



Lt.(jg) Trytten

★ DECORATIONS

Navy Cross (Cont.)

suffering for lack of water and ventilation in the stifling, filthy spaces allotted to them. He remained at his voluntary station through two aerial attacks by friendly forces, pleading continually for the relief of his men, until he sustained a serious head wound and collapsed into the hold during the second bombing and strafing strike.

★ REED, Robert D., Lt. (then Lt.(jg)), USNR, Venice, Calif.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during action against Japanese units in the Battle for Leyte Gulf on 24 Oct 1944, Lt. Reed caused extensive damage on an enemy vessel. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied the withering barrages of antiaircraft fire to dive low over the ship and release his bombs at an extremely low altitude. He scored direct hits which started fires and contributed materially to the extensive damage of the enemy vessel.

★ TORREY, Philip H., Jr., Comdr., USN, Long Beach, Calif.: As CO, CarAirGroup 9, in action in the Caroline Islands on 16 and 17 Feb 1944, Comdr. Torrey inflicted extensive damage at Truk Atoll. Determined in purpose, in the face of grave danger, he coordinated and directed a series of four strikes of the combined *Essex* and *Intrepid* Air Groups against the key position of the Japanese inner defenses at Truk. Relentlessly pressing home the devastating attacks despite enemy fighter opposition and accurate antiaircraft fire, he conducted these daring sudden attacks to inflict great damage on Japanese naval and merchant shipping, grounded aircraft and base installations. Comdr. Torrey contributed immeasureably to the success of this mission.

★ TRYTTEN, Joseph P., Lt.(jg), USNR, Ann Arbor, Mich.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during the action of the Battle for Leyte Gulf on 24 Oct 1944, Lt.(jg) Trytten scored a direct hit on an enemy warship. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied the barrage of enemy antiaircraft fire to fly over the target at a low altitude and release his bombs. He scored direct hits which started fires and contributed substantially to the damage inflicted on the ship.

Congressional Medals To Expedition Members

Members of the U. S. Antarctic Expedition of 1939-41 have been awarded Congressional Medals "in recognition of invaluable service to the nation by courageous pioneering in polar exploration which resulted in important geographical and scientific discoveries."

Of the expedition's total of 159 members, only 16 were able to be present at a ceremony in Washington, D. C. Many of the recipients are participating in the Navy's 1947 Antarctic Expedition (see p. 2). The medals were approved by an Act of Congress which was signed by the President on 24 Sept 1945.

The 1939-41 expedition, although it contributed greatly to South Polar exploration and scientific research, was little known because of the world's absorption in the approaching World War II. Rear Admiral Richard E. Byrd, USN (Ret), was in command.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ O'KANE, Richard H., Comdr., USN, Chapel Hill, N. C.: Executive officer and assistant approach officer, USS *Wahoo,* during war patrol in Japanese controlled waters.

Gold star in lieu of second award:

★ BRONSON, Earl D., Lt., USN, Grant's Pass, Ore.: Diving officer, USS *Bang,* during war patrol, Japanese controlled waters.

★ GIMBER, Stephen H., Comdr., USN, New London, Conn.: Assistant approach officer, USS *Rasher,* first war patrol enemy held waters.

★ MARGETTS, Richard K., Lt. Comdr., USN, Portsmouth, Va.: Commander group support, initial attacks of invasion of France, 6 June 1944.

★ WALKER, Francis D., Jr., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Executive officer, co-approach officer and navigator, USS *Crevalle,* first war patrol, 27 Oct to 7 Dec 1943.

First award:

★ ACKERMAN, George, Jr., PTR2, USNR, St. Louis, Mo. (posthumously): Gunner on board USS *Halloran,* off Okinawa, 21 June 1945.

★ ADAMS, John C., Lt.(jg), USNR, Washington, D. C.: Leader of underwater demolition unit in daylight reconnaissance, Saipan, 14 June 1944.

★ ATKINS, Raymond, HA1, USN, Tecumcari, N. M. (posthumously): Corpsman with rifle company, 1stBatt, 1stMarines, 1st MarCorp, Okinawa, 2 May 1945.

★ AZARIGIAN, Gregory J., Lt.(jg) (then Ens.), USNR, Hartford, Conn.: Executive officer, MTB 128 in MTBRons 7thFlt, enemy controlled waters, 28 May 1944.

★ BIGGAR, Bruce O., S1, USNR, Berwyn, Ill. (posthumously): Crewman on 40-mm gun, USS *John W. Weeks* during suicide attacks, 9 Aug 1945.

★ BISSELL, Howard, Comdr. (then Lt. Comdr.), USNR, Ponta Verde, Fla.: Periscope officer and torpedo data computer operator, USS *Cod,* fourth war patrol, 14 Oct 1943 to 25 Aug 1944.

★ BREWINGTON, Allen G., Lt. (jg), USN, Wichita, Kans.: Leading auxiliary electrician, USS *Haddock,* during war patrol, enemy controlled waters.

★ BURKE, Byron K., Lt., USNR, Minot, N. D.: CO, MTB, Ligurian Sea from May to October 1944.

★ BYRUM, John F., Lt. (then Lt.(jg)), USNR, Great Falls, S. C.: Radar officer, USS *Sandlance,* 20 April to 3 June 1944.

★ CHRISTAKES, Constantine C., S1, USNR, Franklin, Mass. (posthumously): Member of gun crew, 40-mm gun, USS *Hugh W.* Hadley, off Okinawa, 11 May 1945.

★ CANNASTRA, Frederick J., Lt.(jg), USNR, Schenectady, N. Y.: Naval gun liaison officer, 3dBatt, 18thRgt, 4thInfDiv., Normandy, 6 to 30 June 1944.

★ COPEMAN, Thomas H., Comdr, USN, Pittsburgh, Pa.: CO, USS *Greek,* Gilbert Islands, 10 to 30 Nov 1943.

★ CASTELLO, Walter C., BM2, USNR, Jacksonville, Fla. (posthumously): Member of crew of USS *Snelling* during suicide attacks off Okinawa, in rescue of shipmate.

★ DEBOLD, John D., Lt. Comdr., USNR, Reading, Pa.: Leader of underwater demolition team, daylight reconnaissance Saipan Island, 14 June 1944.

★ FARLEY, Eliot, Jr., Lt. (then Lt.(jg)), USNR, Grand Rapids, Mich.: Gunnery officer, USS *Hutchins* in DesRon 24, Surigao Straits, 25 Oct 1944.

★ FASBENDER, Robert F., PHM2, USN, Hastings, Minn. (posthumously): Corpsman with 6thMarDiv, Okinawa Shima, 14 Apr 1945.

★ FLORY, Karsten C., Lt. (then Lt.(jg)), USNR, Wauwatusa, Wis.: CO, LCI(gunboat) invasion of Leyte, 20 Oct 1944.

★ FRAILEY, Richard R., Lt. (then Lt.(jg)), USNR, Danville, Pa.: CO, PC 621, action against enemy torpedo boats, Anzio, Italy, 20 Feb 1944.

★ FUQUA, Clyde M., ACOM, USN, Jacksonville, Fla. (posthumously): Aboard USS *Bunker Hill,* while trapped in burning armory, directed men to safety, 11 May 1945.

★ GRIZZLE, Carl, GM2, USN, Ashland, Ky. (posthumously): Gun captain, 40-mm gun, USS *Kimberly,* Okinawa area, 26 Mar 1945.

★ JONES, Cecil E., Lt.(jg), USNR, Boise, Idaho: Member of UDT 7 on enemy-held island, 14 June and 10 and 11 June 1944.

★ KERN, Ralph E., Lt.(jg) (then CY), USNR, Kiel, Wis.: Radar operator on U. S. submarine during war patrol in enemy controlled waters.

★ LACCA, Liborio B., SOM3, USNR, Philadelphia, Pa. (posthumously): Burned severely when USS *Walke* was hit by Japanese plane, worked with repair party, Langayan, 6 Jan 1945.

★ LANG, Robert F., HA1, USNR, Cincinnati, Ohio, (posthumously): Corpsman attached to regimental aid station, 1stBatt, 23dMarines, 4thMarDiv, Saipan, 15 June 1944.

★ LANDON, Morris F., Lt. Comdr. (then Lt.), USNR, San Diego: Torpedo data computer operator, USS *Cobia,* first war patrol, Pacific waters, 26 June to 14 Aug 1944.

★ MAZZONE, Walter F., Lt. (then Lt.(jg)), USNR, San Jose, Calif.: Depth control officer, USS *Crevalle,* third war patrol, Pacific waters, 4 Apr to 28 May 1944.

★ MORRIS, Robert L., Capt. (then Comdr.), USN, Pasadena, Calif.: CO, USS *Bradford,* Gilbert Islands, 25 and 26 Nov 1943.

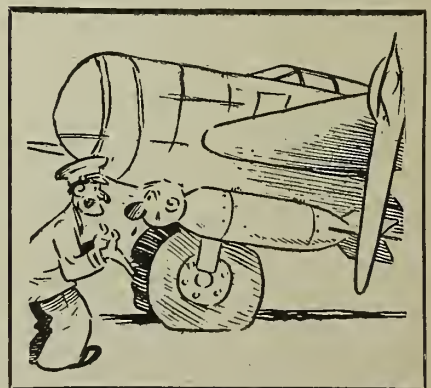
★ MORRISSEY, Thomas J., Lt. (then Lt. (jg)), USNR, Racine, Wis.: CO of a landing craft rocket ship, Humboldt Bay, 22 April; Wake Island 17 May; Biak Island. Schouten Islands, 27 May 1944.

★ MULLER, Frederick H., BM1, USN, Albany, N. Y.: Gun captain, after 4-inch 50 caliber gun, USS *John D. Ford,* Makassar Strait, 24 Jan 1942.

★ OTTER, Bethel V., Lt., USNR, Louisville, Ky. (posthumously): Member of beach defenses at Corregidor, 6 May 1942, as leader of party of men.

★ PUGH, William M., II, Lt. Comdr., USN, Wilmington, Del.: Gunnery officer and torpedo data computer operator, USS *Puffer,* fourth war patrol.

★ RAWLINS, John B., MN3, USNR, Tampa, Fla. (posthumously): First loader on 40-mm gun, USS *Aaron Ward* off Okinawa, 3



BuOrd

"Now remember, Mulvaney, record everything from the moment you leave the plane."

May 1945, when ship was hit by kamikazes.

★ ROBINSON, Samuel J. Jr., Lt., USN, Pittsburgh, Pa.: Diving officer USS *Pintado*, second war patrol, Japanese controlled waters, 24 July to 14 Sept 1945.

★ SPREDEMAN, Gordon, SC1, USNR, Milwaukee, Wis. (posthumously): Crewman aboard LST 460 when ship was hit by kamikaze, aided in combating fire on blazing ship, then gave his life preserver to wounded man, 21 Dec 1944.

★ WAKEFIELD, Maunsell C. Jr., Lt.(jg), USNR, Dallas, Tex.: Member of UDT 7, against enemy-held islands, 14 June 1944.

★ WEBB, Kenneth L., Jr., PHM2, USNR, Tarrant, Ala. (posthumously): Corpsman with rifle company, 2dBatt, 22d Marines, 6thMarDiv, Okinawa, 14 May 1945.

★ WHEELER, Fred A., Comdr., USNR, Annapolis, Md.: Engineering officer, USS *Princeton*, second battle of Philippine Sea, 24 Oct 1944.

LEGION OF MERIT

Gold star in lieu of third award:

★ TISDALE, Mahlon S., Rear Admiral, USN, Mare Island, Calif.: Commandant, Navy Yard, Mare Island, Calif., 28 Jan 1944 to 31 Aug 1945.

Gold star in lieu of second award:

★ BYRD, Richard E., Rear Admiral, USN (Ret), Boston, Mass.: Confidential advisor to Cominch and CNO, 26 Mar to 10 May 1942; 14 Aug 1942 to 26 Aug 1943, and from 6 Dec 1943 to 1 Oct 1945.

★ JOHNSON, Henry C., Jr., Capt., USN, Washington, D. C.: Commander, special operations group, Western Naval Task Force, Southern France, August 1944.

★ MCCANN, Allen R., Rear Admiral, USN, Washington, D. C.: Chief of staff 10thFlt, and as assistant chief of staff Cominch, January to August 1945.

★ MESSMER, William L., Capt., USN, Norfolk, Va.: Commander minesweeping unit prior to and during landings at Anzio-Nettuno area, Italy, January 1944.

★ WALLIS, Adelbert V., Capt., USNR, St. Petersburg, Fla.: Commander of minesweeping group during invasion Southern France, August 1944.

First award:

★ BIERI, Bernhard H., Rear Admiral, USN, Washington, D. C.: Chief assistant to assistant chief of staff, U. S. Fleet; deputy chief of staff CincLant; assistant chief of staff Cominch; deputy chief of staff Cominch, February 1942 to October 1945.

★ CHURCH, John G., Rear Admiral, USN, Pt. Loma, Calif.: Superintending engineer Areas 1, 2 and 3.

★ CLARKE, Horace D., Commodore, USN, Portsmouth, Va.: CO, USS *Idaho*, Bismarck Archipelago and the Aleutians, Marshall, Gilbert and Marianas Islands, 14 Feb 1943 to 2 Aug 1944.

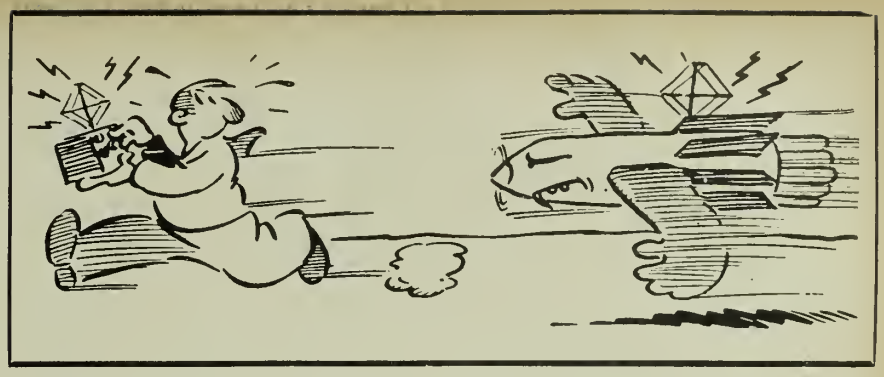
★ COX, Ormond L., Rear Admiral, USN, Hampton, Va.: Supervisor of shipbuilding U. S. Navy, Newport News Shipbuilding and Drydock Co., Newport News, Va., outbreak of hostilities to 15 Oct 1945.

★ CLAY, James P., Capt., USN, Washington, D. C.: ComCortGroup in USS *Plunkett*, Anzio-Nettuno area, Italy, January 1944.

★ HILL, Herbert D., Comdr, USNR, Norfolk, Va.: CO, USS *Barry*, Atlantic ocean area, 27 July to 9 Nov 1943.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Assistant radar and radio officer for a CTF, 8thFlt, prior to and during invasion of Sicily, July 1943.

★ LANING, Richard H., Rear Admiral, (MC), USN, Winchester, Mass.: Inspector of medical department activities in advanced areas, October 1944 to July 1945.



★ MARKHAM, Lewis M., Jr., Capt., USN, San Diego: Leader of an attack group which engaged and destroyed enemy submarine off coast of Algeria, 4 May 1944.

★ MCNEIL, Wilfred J., Rear Admiral, USNR(Ret), Boone, Ohio: Fiscal director of Navy, December 1944 to August 1945.

★ OAKLEY, Thomas B., Comdr. (then Lt. Comdr.), USN, Los Angeles (posthumously): CO, USS *Tarpon*, during war patrol in Japanese waters.

★ OWEN, Dwight H., Lt. (then Lt.(jg)), USNR, Dover, N. H.: Intelligence officer on staff ComMTB7thFlt, New Britain and New Guinea areas, September 1943 to July 1944.

★ REICHMUTH, Ferdinand L., Rear Admiral, USN, Palo Alto, Calif.: Commandant Navy Yard, Washington, D. C.: Commandant PRNC, and superintendent U. S. Naval Gun factory, 15 Sept 1942 to 10 Apr 1946.

★ ROBISON, Carl F., Lt. Comdr., USNR, Richmond, Va.: CO of an LCI(mortar), Leyte Island, 20 Oct 1944.

★ RYDEN, Roy W., Rear Admiral, USNR, Haddonfield, N. J.: Supervisor of shipbuilding, Camden, N. J., July 1941 to October 1945.

★ SMITH, William H., Lt. Comdr. (then Lt.), USNR, Tucson, Ariz.: CO, SC 506, invasion of Italy, September 1943; Anzio, January 1944.

★ SOWELL, Jesse C., Capt., USN, Washington, D. C.: ComCort for large convoy, Mediterranean, 11 May 1944.

★ SWASEY, Albert L., Commodore, USNR (Ret), Taunton, Mass.: Head of patrol craft section, BuShips, December 1941 to January 1945.

★ THOMPSON, Webster M., Commodore (then Capt.), USN, Marshall, Va.: Production officer, navy yard, Norfolk, Va.

★ VANDERBILT, George, Lt. Comdr., USNR, Palm Beach, Fla.: Intelligence officer on staff of ComMTB7thFlt, New Guinea area, November 1943 to July 1944.

★ WAGNER, Frank D., Rear Admiral, USN, Coronado, Calif.: Assistant Deputy CNO (Air) 18 Aug 1943 to 6 Apr 1944; assisted in creation of office of the Deputy CNO(Air).

★ WOOD, Ralph F., Rear Admiral, USN, Seattle, Wash.: Commandant 17th Naval district, 24 Aug 1944 to 31 Aug 1945.

★ WOODSON, Charles R., Capt., USN, Tenafly, N. J.: CO, USS *Arcturus*, invasion of Southern France.

★ WOODWARD, Clark H., Rear Admiral, USN, Atlanta, Ga.: Chief of the industrial incentive service for the office of Under Secretary and for the office of the AstSecNav, 13 June 1942 to 20 Oct 1945.



NavAmphBase, Little Creek, Va.

"Come on, Wilco, don't act like that. Lots of guys make seaman first."

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ SORENSEN, Charles H., Lt. Comdr. (then Lt.), USNR, Hayward, Calif.: Division leader in TorpRon 15, USS *Essex*, scoring hit on Japanese transport in vicinity of Philippine Islands.

Gold star in lieu of second award:

★ BUIE, Paul D., Comdr., USN, Jacksonville, Fla.: CO of a fighting squadron and leader of 12-plane patrol, Mille, M. I., 23 and 24 Nov 1943.

★ HOFFMANN, Egon F., Lt.(jg), USNR, San Francisco: Scoring a direct hit on cargo vessel in aerial flight with TorpBomRon 14, Philippines, 21 Sept 1944.

★ HOLLAND, Paul, Jr., Lt.(jg) (then Ens.), USNR, Brighton, Ill.: Pilot in FitRon 7, USS *Hancock*, in strike against Japanese fleet, Philippine Islands area, 26 Oct 1944.

★ HUBBARD, Seaborn R., Lt.(jg), USNR, Vero Beach, Fla.: Leader of a section in FitRon 7, USS *Hancock*, Philippine Islands area, 29 Oct 1944.

★ JOHNSON, Carl T., ARM1, USN, Bronx, N. Y. (posthumously): Aircrewman on Navy torpedo plane, TorpRon 94, USS *Bunker Hill* in Pacific.

★ NAFF, George, Lt.(jg), USNR, Highland Park, Mich.: Pilot of fighter-bomber plane in FitRon 18, USS *Intrepid*, battle of Leyte Gulf, 24 Oct 1944.

★ WIENCEK, John S., AOM3, USNR, Cleveland, Ohio (posthumously): Aircrewman in TorpRon 84, USS *Bunker Hill*, Okinawa, Kyushu, Minami Daito Shima and Iwo Jima, 16 Feb to 11 May 1945.

First award:

★ ABERCROMBIE, Warren H., Lt., USNR, Ossining, N. Y. (posthumously): Pilot of fighter plane, USS *Lexington*, during action on 2 July 1944.

★ ABNEY, William H., Lt.(jg) (then Ens.), USNR, Mission, Tex.: Pilot of bombing plane in BomRon 7, USS *Hancock*, battle of Leyte Gulf, 25 Oct 1944.

★ ANDERSON, James T., Lt., USNR, New York City: Pilot in FitRon 31, USS *Cabot*, Philippine Islands, 22 Sept 1944.

★ ASHCRAFT, Darrell, ARM2, USNR, Clarksburg, W. Va. (posthumously): Aircrewman on navy patrol bomber, Pat-

★ DECORATIONS

D.F.C. (Cont.)

BomRon 106, Ryukyu Islands area; Bandjermasin, and on the Honshu Shikoku coast, 15 Apr to 14 May 1945.

★ BAILEY, Fenton, Lt., USNR, Ivanhoe, Va.: Pilot in BomRon 16, at Mille, Marshall and Palau Islands, 18 and 30 Mar 1944.

★ BALDEN, William H., Jr., Lt. USNR, Harrodsburg, Ky.: Pilot in TorpRon 10 against shipping in Truk Atoll, 17 Feb 1944.

★ BATES, Loring M., Jr., Lt. Comdr., USNR, Norfolk, Va.: CO of a PBY-5 against Japanese forces, Bismarck Sea.

★ BLAKE, Gilbert S., Lt., USNR, Webster Grove, Mo.: Pilot in TorpRon 10 against enemy shipping, Truk Atoll, 17 Feb 1944.

★ BROWNELL, Robert E., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of fighter-bomber plane in FitRon 18, USS *Intrepid,* battle of Leyte Gulf, 24 Oct 1944.

★ BUNCH, Everett R., Jr., Lt., USNR, Modesta, Calif.: Pilot of plane in Air Group 18, USS *Intrepid,* Philipping Islands, 24 Sept 1944.

★ BURCKHALTER, William E., Lt.(jg), USNR, Oakland, Calif.: Pilot of fighter plane, Japanese-held Kwajalein Atoll, Marshall Islands, 4 Dec 1943.

★ BUSKER, Jules M., Lt., USNR, Sioux City, Iowa: Pilot of Catalina plane in PatRon 34, Bismarck Archipelago.

★ BUTCHER, Cecil O., Lt.(jg), USN, Norfolk, Va.: Navigator and bow gunner on Navy patrol plane against enemy submarine off coast of French Morocco, 6 July 1943.

★ BUTTERBAUGH, Robert E., ACMM, USN, Richmond, Calif.: Plane captain of a PBY-4 in PatRon 101, NAS, Sangley Point, Cavite, during action against enemy forces, 8 Dec 1941 to 30 Jan 1942.

★ CAMPBELL, Grafton B., Comdr., USN, San Diego: Pilot in BomRon 2, USS *Hornet,* in vicinity of Philippine Islands, 21 Sept 1944.

★ CAMPION, Thomas A., Lt., USNR, Crystal, Pa.: Pilot in TorpBomRon 14, USS *Wasp,* Philippine Islands area, 21 Sept 1944.

★ CAPEN, Harold E., Jr., ARM3, USNR, Kenmore, N. Y.: Aircrewman of a patrol bomber in PatBomRon 106, vicinity of both Borneo coasts, the Celebes, Malaya and Indo-China coasts, 26 Apr 1945 to 1 Jan 1945.

★ CARTER, Clifford S., Lt.(jg), USNR, Framingham, Mass.: Pilot of fighter plane, FitRon 84, USS *Bunker Hill,* vicinity of Tokyo, 1 March to 9 May 1945.

★ CASE, Leslie B., Lt.(jg), USNR, New Orleans: Pilot in BomRon 80, USS *Ticonderoga,* Philippine Islands, 25 Nov 1944.

★ COLE, Lloyd A., Lt.(jg), USNR, Frederick, Okla.: Pilot of torpedo bomber in BomRon 4, USS *Essex,* Formosa area, 21 Jan 1945.

★ COLLERAN, William P., Lt.(jg), USNR, Chicago: Pilot in BomRon 7, USS *Hancock,* Battle of Samar, 25 Oct 1944.

★ CONNOLLY, Thomas F., Comdr., USN, Beverly Hills, Calif.: Commander of first echelon of patrol bombing planes, Wake Island, 30 Jan and 11 Feb 1944.

★ DALEY, Richard B., Lt. Comdr. (then Lt.), USNR, Aptos, Calif.: Commander of a PBY4, in BomRon 108, Marshall-Gilbert Islands, 12 Dec 1943.

★ DAVIDSON, William A., Lt., USNR, Plymouth, N. C.: Pilot in TorpBomRon 14, USS *Wasp,* Philippine Islands area, 21 Sept 1944.

★ DAVIS, Paul, Jr., ARM2, USNR, Colorado Springs, Colo. (posthumously): Aircrewman in PatBomRon 106, vicinity of both Borneo coasts, the Celebes, Malaya, and Indo-China coasts, 26 Apr to 1 June 1945.

★ DELONE, Francis X., Lt.(jg), USNR, Ardmore, Pa.: Pilot in Torp Ron 13, USS *Franklin,* vicinity of Philippine Islands, 19 Oct 1944.

★ DIETRICH, Charles W., Lt., USNR, Pittsburgh, Pa.: Pilot in FitRon 31, USS *Cabot,* vicinity of Philippine Islands, 24 Sept 1944.

★ DIXON, Harold C., Lt.(jg), USNR, La Jolla, Calif.: Pilot in FitRon 21, USS *Belleau Wood,* vicinity of Philippine Islands, 25 Oct 1944.

★ DOSS, Monroe S., Lt., USNR, Seminole, Tex.: Leader in BomRon 7, USS *Hancock,* battle for Leyte Gulf, 25 Oct 1944.

★ DRAKE, John D. K., Lt.(jg), USNR, Wilmington, Del.: Pilot in TorpBomRon 14, USS *Wasp,* Philippine Islands area, 21 Sept 1944.

★ DURHAM, Ardis H., Lt. (then Ens.), USNR, Jacksonville, Fla.: Pilot of fighter plane, flying escort for an air group, Japanese-held Kmajalein Atoll, 4 Dec 1943.

★ EDWARDS, William C., Lt. Comdr., USN, Newton, Miss.: Pilot in FitRon 80, USS *Ticonderoga,* vicinity of Philippine Islands, 25 Nov 1944.

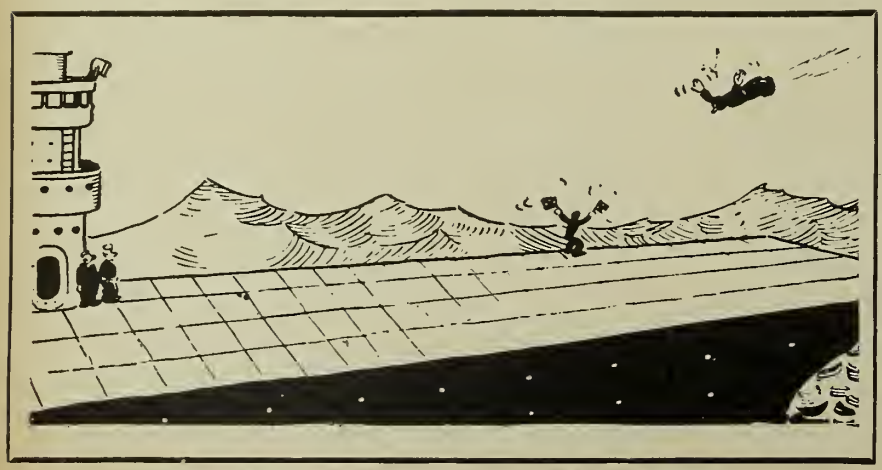
★ FAIRFAX, Eugene G., Lt. Comdr., USN, Warrington, Fla.: CO of FitRon 11, USS *Hornet,* vicinity of Formosa, 12 Oct 1944.

★ FANELLI, Donald G., ARM3, USNR, Atco, N. J. (posthumously): Aircrewman of heavy bomber plane in PatRon 104, Pacific areas, 27 Feb to 15 May 1945.

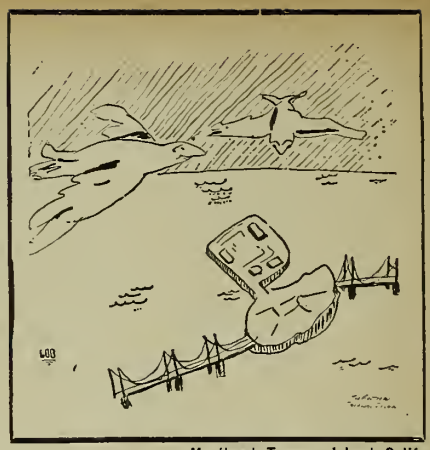
★ FRANKS, John M., Jr., Lt.(jg), USNR, Macungie, Pa.: Pilot of fighter plane, Truk Atoll, Caroline Islands, 16 Feb 1944.

★ FREEMAN, Rowland G., III, Lt., USNR, Millis, Mass.: Pilot of torpedo plane in TorpRon 14, USS *Wasp,* Philippine Islands area, 21 Sept 1944.

★ FRNKA, Fred R., Ens., USNR, Eagle Lake, Tex.: Flight engineer and waist gunner, of navy patrol plane against submarines off coast of French Morocco, 6 July 1943.



"That's the third plane Smith's lost since he came aboard."



Masthead, Treasure Island, Calif.

"It's almost inspection time down there. Get ready!"

★ GARDNER, Keith, Lt.(jg), (then Ens.), USNR, Spanish Fork, Utah: Pilot of torpedo plane in BomRon 4, USS *Essex,* Pescadores Islands, 15 Jan 1945.

★ GIDEL, Frederick A., AMM3, USN, Butte, Mont.: Aircrewman on plane in PatBomRon 106, coasts of Borneo, the Celebes, Malaya and Indo-China, 27 Apr to 24 May 1945.

★ GOODWIN, Harry A., Lt.(jg), USN, Manchester, N. H.: Pilot of torpedo plane in TorpRon 15, USS *Essex,* Philippine Islands, 11 Nov 1944.

★ GORDAN, Nathan G., Lt., USNR, Morrilton, Ark.: Commander of a PBY-5, Bismarck Sea.

★ GRAHAM, William J., Lt. Comdr. (then Lt.), USNR, Milwaukee: Plane commander, BomRon 108, Marshall-Gilbert Islands area, 2 Dec 1943.

★ GRIFFIN, Wallace S., Lt.(jg), USNR, Oakland, Calif.: Pilot in BomRon 16, USS *Lexington,* Leyte Gulf, 25 Oct 1944.

★ HALL, Raymond W. A., Lt., USNR, Staten Island, N. Y.: Co-pilot of a navy patrol plane against submarine off the west coast of Africa, 6 July 1943.

★ HALL, William B., Ens., USNR, Burnham, Pa.: Pilot in FitRon 31, USS *Belleau Wood,* 10 to 24 July 1945.

★ HAROLD, Newton R., Ens., USNR, Knoxville, Iowa (posthumously): Navigator of a patrol bomber in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ HEARRELL, Frank C., Lt. Comdr. (then Lt.), USN, Long Beach, Calif.: Fighter pilot in FitRon 18, USS *Intrepid,* Northern Formosa, 12 Oct 1944.

★ HENDERSHOTT, Robert W., Lt., USNR, Bend, Ore.: Pilot of seaplane, USS *Santa Fe,* Kazan Island area, 4 July 1944.

★ HIGHT, Robert T., Ens., USNR, Missoula, Mont. (posthumously): Pilot of FitRon 84, USS *Bunker Hill,* vicinity of Tokyo, Iwo Jima, Kyushu and Okinawa, 21 Feb to 9 May 1945.

★ HILL, Harry E., Lt. Comdr. (then Lt.), USNR, South Virginia, Minn.: Leader of a team of four fighter planes in FitRon 5, Japanese base at Palau, 30 and 31 Mar 1944.

★ HOFFMAN, Charles K., Lt.(jg), USNR, Magna, Utah: Pilot of bombing plane in TorpBomRon 14, USS *Wasp,* Philippine Islands area, 21 Sept 1944.

★ HOLLAND, Paul, Jr., Lt.(jg), USNR, Brighton, Ill.: Pilot in FitRon 7, USS *Hancock,* Philippine Islands area, 25 Oct 1944.

★ HOOD, Herbert D., Lt. (then Lt.(jg)), USNR, Mt. Pleasant, Mich.: Pilot in TorpRon 22, USS *Monterey,* Caroline Islands, 29 Apr 1944.

★ HOWARD, Robert E., Lt. (then Lt.(jg)), USNR, Daytona Beach, Fla.: Pilot of scout bomber plane in BomRon 13, USS *Franklin,* battle for Leyte Gulf, 25 Oct 1944.

★ HUBBARD, Seaborn R., Lt.(jg), USNR, Vero Beach, Fla.: Leader of a section in

FitRon 7, USS *Hancock*, Philippine Islands area, 26 Oct 1944.

★ HULET, Frank A., Lt.(jg), USNR, Hutchinson, Kans.: First battle of the Philippine Sea and the Marshall Islands, 19 Feb to 30 Apr 1945.

★ JAMISON, William C., Lt., USNR, Hearne, Tex.: Pilot and flight leader in FitRon 21, USS *Enterprise*, Philippine Islands area, 15 to 17 Oct 1944.

★ KAUTZ, Fred, Jr., AOM3, USNR, Lodi, Calif. (posthumously): Aircrewman in bombing plane in PatBomRon 119, Pacific area, 4 to 19 Apr 1945.

★ KEHOE, John J., III, Lt., USNR, Bethesda, Md.: Pilot of scout bomber, USS *Franklin*, Bonin Islands, 4 Aug 1944.

★ KENNY, John J., Jr., Lt. (then Lt.(jg)), USNR, Narbeth, Pa.: Pilot in FitRon 14, USS *Wasp*, northern Philippine Islands, 5 Nov 1944.

★ KIPPEN, Russell F., Lt., USNR, Gloucester, Mass.: Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.

NAVY AND MARINE CORPS MEDAL

★ ANTHONY, Harold R., PHM3, USNR, Clovis, N. M. (posthumously): Only pharmacist among 150 survivors USS *Indianapolis*, 30 July to 2 Aug 1945.

★ BARBIER, Charles L., SK2, USN, Napoleonsville, La. (posthumously): Rescue operations aboard USS *Essex*, 29 June 1945.

★ BERG, Richard J., MOMM1, USNR, Beverly, Mass.: Rescuing shipmates, USS *Mahogany* in Buckner Bay, Okinawa, 11 July 1945.

★ BOWLING, William C., GM3, USNR, Lafayette, Ga.: Rescue operations, USS *Greene*, Okinawa, 9 Nov 1945.

★ BRYAN, Tom M., S1, USNR, Chattanooga, Tenn.: Rescue of man trapped below deck USS *Greene*, Okinawa, 13 Nov 1945.

★ CHENOWETH, Arthur M., GM1, USN, Pardeesville, Pa.: Rescue operations of men trapped below decks, USS *Greene*, Okinawa, 9 Nov 1945.

★ GABLER, William G., EM3, USN, El Monte, Calif.: Rescue of shipmate at Seik harbor, Saishu To Island, Korea, 28 Mar 1946.

★ GEER, James E., TM1, USN, Hermiston, Ore. (posthumously): Assisted in rescue of shipmate following severe damage of a ship off Savo Island, 13 Nov 1942.

★ GRYCKY, John A., S2, USNR, Coatsville, Pa. (posthumously): Aided in rescue of several shipmates when USS *Juneau* sank during battle of Guadalcanal, 13 Nov 1942.

★ HIESTAND, Hosea E., Lt. (then Lt.(jg)), USNR, Nashville, Tenn.: While serving on board LST 348 off Island of DeZammone, Italy, 20 Feb 1944.

★ JOHNSON, Andrew G., S1, USNR, Staten Island, N. Y. (posthumously): Assisted in rescue of shipmate when USS *Cod's* after torpedo room caught fire, 26 Apr 1945.

★ KING, Leif T., Gun., USN, San Jose, Calif. (posthumously): Detected 5-inch projectile's fuse smoking, attempted to throw it overboard when fuse exploded, USS *Barton*, 29 Mar 1945.

★ LALLY, Bernard J., Lt. Comdr., USNR, Long Island, N. Y.: Commanded fire fighting unit, USS *Yorktown* when ship crashed on flight deck, Marshall and Gilbert Islands, 23 Nov 1943.

★ MILLER, Robert B., CMM, USN, Olivet, Mich.: Executive officer, USS *Southern Seas* during typhoon at Okinawa, 9 Oct 1945.

★ PAPI, Vincent J., SF1, USN, Long Island City, N. Y.: Salvage operations on wreck No. 7, Manila harbor, 19 Nov 1945 to 9 Jan 1946.

★ SKUBAS, Leon, BM1, USN, Paterson, N. J.: Attempting rescue of men trapped below decks on USS *Greene*, 9 Nov 1945.

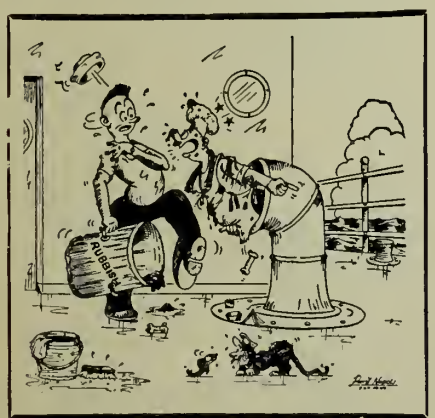
★ THOM, Leonard J., Lt. (then Ens.), USNR, Youngstown, Ohio: Executive officer of a MTB when vessel was sunk attacking Japanese destroyer, Solomons, night of 1 and 2 Aug 1943.

★ TUBBS, LeRoy K., S1, USN, Indianapolis, Ind.: Serving aboard LST 473 at Legaspi, 7 Nov 1945, when mortar shell dropped into live ammunition.

★ UPTON, David R., PHM3, USNR, Munfordville, Ky.: Attempting rescue of men trapped below decks, USS *Greene*, 9 Nov 1945.

★ WALKER, Bayard, Lt. Comdr., USNR, New York City: On staff of a CTF during amphibious operations, Southern France, 24 Aug 1944.

★ WRIGHT, Truman S., WT1, USN, New Bedford, Mass. (posthumously): Giving up place on life raft and supporting shipmate when USS *Bismark Sea* was sunk by Japanese aerial forces, 21 Feb 1945.



BNS News, Boston, Mass.

"Why, you dumb cluck, that's the place to throw rubbish over."

BRONZE STAR MEDAL

Gold star in lieu of fourth award:

★ MORLAND, John B., Comdr., USN, Haven, Kans.: CO, USS *Stanley*, 15 Mar 1944 to 20 Mar 1945; and as CO, USS *Charles S. Sperry*, 13 April to 2 Sept 1945.

Gold star in lieu of second award:

★ BUCHANAN, Charles A., Capt., USN, Washington, D. C.: ComDesDiv 126, November 1944 to 15 May 1945: ComDesRon 63, 15 May to September 1945, Volcano and Ryukyu Islands.

★ LONGTON, Ernest W., Comdr., USN, Annapolis, Md.: CO, USS *Ellyson*, before and during invasion of southern France, August 1944.

★ WHITING, Francis E. M., Rear Admiral, USN., Alexandria, Va.: ComCruDiv 14, as part of fast carrier task group, 10 Feb 1945 to end of war; on 1 Mar 1945 during bombardment of Okino Daito Jima.

★ WILEY, Robert S., Comdr. (then Lt.), USN, New Orleans: Engineering officer, USS *Parrott*, battle of Makassar Straits, 23 and 24 Jan 1942.

First award:

★ ANDERSON, Billie M., S2, USNR, Nashville, Tenn. (posthumously): Attached to USS *Spectacle* in rescue work when his ship was hit by kamikaze, Okinawa Gunto, 25 May 1945.

★ BACON, Howard P., Comdr., USNR, New York City (posthumously): CO, USS *Bootes*, Aitape, New Guinea, 22 to 28 Apr 1944.

★ BAHR, Edwin H., CCM, USN, Miller Hand, S. D.: Leading fellow prisoners in sabotage efforts while POW in Japan, September 1942 to August 1945.

★ BALLMAN, August F., TM1, USN, Mystic, Conn.: Crew member serving on board USS *Silversides*, first war patrol, Japanese Empire areas, 30 April to 21 June 1942.

★ BLACK, Ley J., CPHM, USN, Heavener, Okla.: While POW of Japanese in China and later in POW Camp No. 11, Sendai, Japan.

★ BROWN, John F., Y2, USNR, Waverly, Ill. (posthumously): When USS *Franklin* was hit, Brown gave up life jacket to shipmate who could not swim, 19 Mar 1945.

★ BURTON, Richard F., Cox., USN, Alhambra, Calif.: Coxn, of landing craft, USS *Doyen*, Tarawa, Kwajalein, Saipan, Guam, Leyte and Lingayen, and Iwo Jima, 20 Nov 1943 to 6 Mar 1945.

★ CHAMBERLIN, Russell D., CPHM, USN, Los Angeles: Member of naval forces attached to Army forces during defense of Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ CORWIN, Arie A., Capt., USN, Bridgeport, Conn.: President of the joint board of Awards and Decorations, March 1943 to June 1944.

★ COSTELLO, Lawrence R., GM1, USNR, Bronx, N. Y. (posthumously): Gun captain on antiaircraft gun, USS *O'Neill*, Hagushi anchorage, 25 May 1945.

★ DAVIS, Herman, PHM3, USN, Elizabeth, N. J.: While POW in China and Japan. Led detail through wilderness of northern Honshu for food to keep camp from starvation, July and August 1945.

★ DOOLEY, John E., SK2, USNR, East Orange, N. J. (posthumously): 20-mm gunner, USS *Newcomb* during enemy suicide attacks, 6 Apr 1945.

★ DRANE, Robert B., Lt., USNR, Cambridge, Mass. (posthumously): Assistant torpedo data computer operator, USS *Scorpion*, first war patrol, east coast Honshu Island, 5 April to 8 May 1943.

★ DRAPER, Daniel C., Lt. (then Lt.(jg)), USNR, Morgantown, W. Va.: Leader of repair party, LST 360, France, 15 June 1944.

★ EDWARDS, Bernard, Cox, USNR, New Matamoras, Ohio (posthumously): Member of 20-mm gun crew, USS *Laffey*, northwest coast of Okinawa Jima, 16 Apr 1945.

★ FABER, Vaughan H., CEM, USN, Ripley, W. Va.: Member of engineer's repair party, USS *John D. Ford*, Balikpapan, 24 Jan 1942.

★ FERGUSON, George T., Lt. (MC), USN, Hawthorne, Nev. (posthumously): Member of naval forces attached to U. S.

WHAT'S IN A NAME?

Ditty Boxes (Bags)

The ditty box (or bag), referred to by the "shoreside folks" as the soilor's housewife has been going to sea since the first days of sail.

Originally it was called "Ditto Bog," because of the fact thot there were two of everything; two needles, two spools of threod, two buttons, etc. On its way down the line, the ditto wos dropped in favor of ditty, the name it still clings to.



Prior to World Wor I, the Navy used to issue ditty boxes. That was when lockers were ploces to stow gear and not clothes, as in the Navy today. The dity boxes were made of wood and styled after the modern foot lockers, even to the small trays.

They were small, but lorge enough to carry the sailor's toilet articles, sewing gear, and such personol items as writing paper, ink, etc.

★ DECORATIONS

Bronze Star (Cont.)

Army forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ FLETCHER, Richard H., Capt. (MC), USNR, Los Angeles: Security and Sanitation officer, naval mobile hospital, Guadalcanal, April 1943 to 17 May 1944.

★ FOWKES, Luther F., Lt. Comdr., USNR, North Seattle, Wash.: Postal officer for 8thFlt, Mediterranean area, November 1943 to July 1944.

★ FOX, Henry G., BM2, USN, New York City: Crewman, USS *John D. Ford,* Surabaya, 28 Feb 1942, swam ashore to cast off lines during intensive air raid.

★ FRAZIER, Kenneth M., Lt., USNR, Shawnee, Okla.: Led fire party when his ship was set on fire by suicide plane, 30 Oct 1944.

★ GOMAN, George W., Lt. Comdr., USNR, New York City: Flag lieutenant and aide to ComSerFor 7thFlet, SoWesPac.

★ GOLDEN, Marion E., S2, USN, Perrin, Mo. (posthumously): Member of beach defenses, Fort Mills, Corregidor, night of 5-6 May 1942.

★ GRAHAM, William J., RM3, USN, Oklahoma City (posthumously): Member of beach defenses, with NavComCen, Corregidor, night of 5-6 May 1942.

★ GREGG, Ira M., CEM., USN, Phoenix, Ariz.: CEM in charge, USS *Runner,* first war patrol, Toagel Mlungui Passage, 18 Jan to 7 Mar 1943.

★ HEPWORTH, Joseph M., CY, USN, Salt Lake City: Member of beach defenses, Ft. Hughes (fortified island, Manila Bay), April 1942.

★ HETZLER, Melvin R., CPHM, USN, Seattle, Wash.: Member of staff, USNavHosp, Guam, 8 to 10 Dec 1941, POW, 10 Dec 1941 to 1 July 1943.

★ HOGSHIRE, George R., Lt. Comdr. (then Lt.) (MC), USN, Seattle, Wash.. With 4th Reg USMC, during defense of Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ HUNT, William S., CPHM, USN, Long Beach, Calif.: While POW in China and Japan.

★ HUTCHINSON, Ronald B., Lt., USN, Norfolk, Va. (posthumously): Plotting room officer, USS *Hopewell,* bombardment of Corregidor, 14 Feb 1945.

★ IRISH, Madoc K., SF1, USNR, Schuylerville, N. Y. (posthumously): Firefighting party, USS *Laffey,* off Okinawa, 16 April 1945.

★ JOHNSON, Earl R., CPHM, USN, Quincy, Mass.: While POW in China and Japan.

★ JOHNSON, John A., MM3, USNR, Moline, Ill. (posthumously): Loader on 20-mm gun, USS *Laffey,* Okinawa coast, 16 Apr 1945.

★ LANGFORD, Leslie G., S2, USNR, Carthage, Tenn. (posthumously): Member of 20-mm gun crew, USS *Maryland,* near Okinawa, 7 Apr 1945.

★ LENIHAN, Joseph P., S1, USNR, New York City (posthumously): Ammunition passer on 40-mm gun, USS *Haynsworth,* Okinawa, 5 Apr 1945.

★ LEVY, Benjamin H., Jr., Ens., USNR, Blythville, Ark. (posthumously): Member of beach defenses, Corregidor, 5 and 6 May 1942.

★ LONG, Marion A., RM2, USNR, West Terre Haute, Ind.: Member of beach party communication team with ComTransRon, Saipan, Guam, Leyte, Lingayen, Okinawa, May 1944 to November 1945.

★ LUKE, Walter L., Lt., USNR, Daytonna Beach, Fla.: Operations watch officer, ConTransRon 13, Saipan, Anguar, Ulithi, Leyte, La Paz, Luzon, Grande Island and Okinawa Shima, May 1944 to May 1945.

★ McKEAN, Hansom H., CBM, USN, Metuchen, N. J.: Director fighter pointer, main battery, USS *John D. Ford,* Balikpapan, 24 Jan 1942.

★ MEDARIS, Jack E., S1, USNR, Alamogordo, N. M.: Member of 20-mm gun crew, USS *Maryland,* Okinawa, 7 Apr 1945.

★ MONTGOMERY, Richard J., Comdr., USNR, Paso Robles, Calif.: Executive officer and combat center evaluator, USS *Pope,* Atlantic ocean area, 9 Apr 1944.

★ MOONEY, Marcel L., Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Member of fire and rescue party, USS *Hutchins,* near Philippines, 27 Oct 1944.

★ MULLER, Frederick H., BM1, USN, Albany, N. Y.: Gun captain, four inch 50 caliber, USS *John D. Ford,* battle of Badoeng Straits, 19 Feb 1942.

★ NIVISON, Clinton L., EM1, USNR, Wichita, Kans. (posthumously): Controllerman, USS *Seawolf,* eighth war patrol, Formosa and Bonin Islands, 3 April to 3 May 1943.

★ PATTERSON, Eugene F., Lt., USNR, Norfolk, Va.: Communication planning officer and assistant signal officer with a CTF, occupation French Morocco, November 1942.

★ PEART, Cecil J., PHM2, USN, Applegate, Ore.: POW aboard prison ship Oryoku Maru, and on two subsequent POW vessels, 14 Dec 1944 to 30 Jan 1945.

★ PRATT, Alma G., Y2, USN, Woods Cross, Utah: Member of beach defenses, Ft. Hughes (fortified island Manila Bay) during April 1942.

★ QUIRK, Phillip D., Comdr., USN, Union, N. J.: CO, destroyer patrol, Marianas Island area, 10 July 1944.

★ RAMEY, Ralph L., Comdr., USN, Palo Alto, Calif.: CO, USS *McCook,* invasion of Southern France, 17 to 23 Aug 1944.

★ ROGERS, Eugene F., CPHM, USN, Milroy, Ind.: POW aboard Japanese prison ship Oryoku Maru and on two other POW vessels, 14 Dec 1944 to 30 Jan 1945.

★ SALLEY, Ansel A., CHPM, USN, Columbia, S. C.: Member of staff at NavHosp Guam during invasion and fall of Guam, 8 to 10 Dec 1941; POW interned by Japanese 10 Dec 1941 to 1 July 1943.

★ SANCHEZ, Julius C., FC1, USN, Tuscon, Ariz. (posthumously): Rangefinder operator, USS *Howorth,* vicinity of Okinawa, 6 Apr 1945.

★ SCHRADER, Arthur H., PHM3, USN, San Diego: POW in China and at War Prison Camp 11, Sendoi, Japan during period of acute starvation, July and August 1945.

★ SCHULZ, Carl A., Lt., USNR, Brentwood, Pa.: CO, LCI(mortar) 1059, Okinawa area, 16 May to 14 June 1945.

★ SHAVER, Phillip J., Jr., Lt., USNR, Waco, Tex.: CO, fire support ship attached to LCI(G)Flot 3, Pacific area, June and July 1944.

★ SIGEL, James F., CTM, USN, Bronx, N. Y.: CTM aboard USS *John D. Ford,* Netherlands East Indies in the opening months of war, 8 Dec 1941 to 4 Mar 1942.

★ STEINMETZ, Kenneth R., Lt. Comdr., (then Lt.(jg)), USNR, Milwaukee: Air transportation officer, staff of Com8thFlt, Mediterranean area, July 1943 to July 1944.

★ TRIEST, Willard G., Comdr. (CEC), USNR, New York City: OinC, Naval Construction Battalion, Okinawa, April to June 1945.

★ TSELAPATAS, George, PHM3, USNR, Columbia, S. C. (posthumously): Corpsman with assault company, 5thMarDiv, Iwo Jima, 1 Mar 1945.

★ TYBUR, Albert J., CPHM, USN, Fort Johnson, N. Y.: POW aboard prison ship *Oryoku Maru* and two other prison vessels, 14 Dec 1944 to 30 Jan 1945.

★ VOLGAMORE, Millard W., CMM, USN, Vancouver, Wash.: Member of beach defenses Fort Hughes (fortified island, Manila Bay) during April 1942.

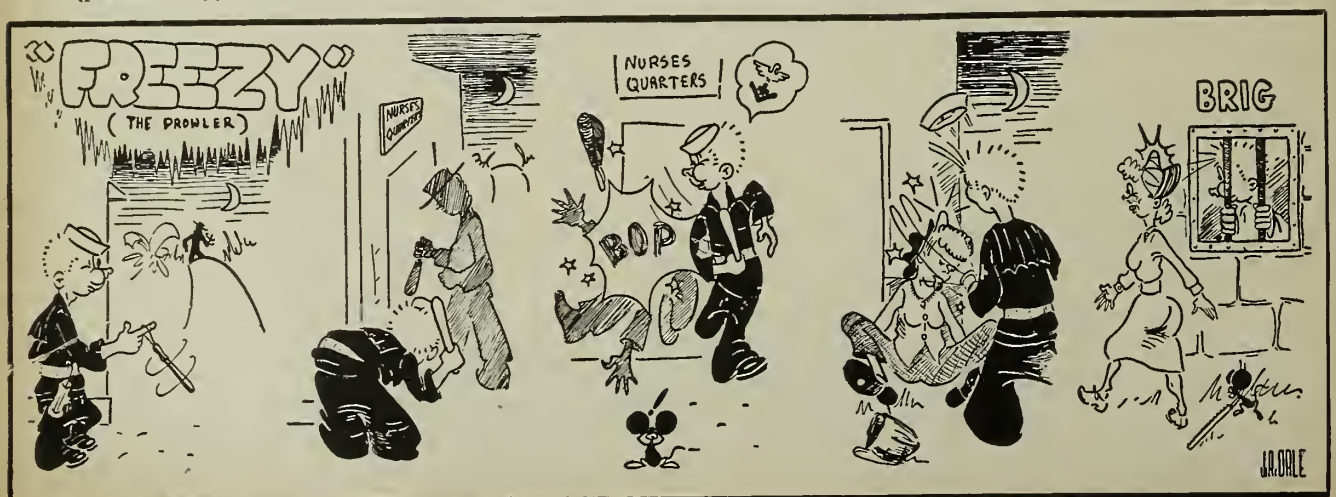
★ WADE, Ernest M., Lt. Comdr., (MC) USN, Long Beach, Calif. (posthumously): With 4th Regt., USMarCorp, defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ WILLIAMS, Charles A., CMOMM, USN, San Diego (posthumously): CMOMM in charge, USS *Trigger,* eighth war patrol, Caroline Islands area, 1 Jan to 23 Feb 1944.

★ WILSON, Gilbert E., Cox., USNR, Graham, Tex.: Coxswain of landing craft, USS *Doyen,* Tarawa, Kwajalein, Saipan, Guam, Leyte, Lingayan Gulf, and Iwo Jima, 20 Nov 1943 to 6 Mar 1945.

Bronze Star Medal (Army)

★ TRIEST, Willard G., Comdr. (CEC), USNR, New York City: As commanding officer of the 27th Naval Construction Battalion, SoWesPac, 4 June to 20 Aug 1945.



Oak Leaf, USNH, Oakland, Calif.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Changes Effected By New Insurance Act Listed

Hold still a few minutes, mates. The class will now consider insurance.

The Insurance Act of 1946, dated 1 August, changed things around more than a little. A good many sailors have discovered, talking with benefits and insurance officers, that what they thought they knew about NSLI doesn't always hold true since passage of the new act. Discussed under subject headings following are some of these changes.

Beneficiaries—Beneficiary restrictions have been removed for all policies maturing on or after 1 Aug 1946. "Maturing," by the way, is just the insurance man's polite way of describing what happens to the policy when the insured dies. Policy holders now may name any person or persons, firm, corporation, charity, or any other legal entity, including the insured's own estate, as beneficiaries.

But the lifting of restrictions on beneficiaries knocked out the old provision for payment of benefits to beneficiaries in automatic order of succession for NSLI maturing on or after 1 Aug 1946, and made it immediately important that policy holders name beneficiaries if they have not already done so. Here's why:

Insurance that matured (there's that word again) prior to 1 Aug 1946 is payable *only* to the widow or widower, children, parents or brothers and sisters. (The new act also brought step-parents into the permitted class, effective 8 Oct 1940, provided they were specifically named by the insured). The insured was permitted to designate beneficiaries in the above groups in any order he desired. But if he named no beneficiary, or if the named beneficiaries died before the insured, or if they died before all payments had been made, then payments were made in the above order of succession. Under such a setup, it was not always important that beneficiaries be named, since the law coincided with the wishes of many insurance holders.

Now, however, while the insured may name any of a wide variety of beneficiaries, as stated earlier, the new law provides also that unless a beneficiary named by the insured survives the insured, the proceeds of the insurance will be paid in a single sum to the insured's estate in event of his death. Why is that bad? Well, lump sum is seldom the most advantageous form of payment, the insurance becomes taxable and subject to creditor's demands as part of the estate, and the insurance, like the rest of the estate, must go through the red tape associated with probate proceedings.

The new law also makes naming of contingent beneficiaries vital. The new law provides that insurance payments due to a beneficiary will, upon the beneficiary's death, revert to the insured's estate, with the consequent disadvantages stated above, unless the insured has thought to name one or more contingent beneficiaries.

Best advice: If you haven't named principal beneficiaries and contingents, see your B & I officer right away (veteran may check the nearest facility of the Veterans' Administration) and arrange to make these designations.

Assignments—The designated beneficiary may assign all or any part of his interest in the insurance to a widow, widower, child, father, mother, grandparent, brother or sister of the insured, provided designated contingent beneficiaries, if any, join in the assignment. The assignment must be delivered to the Veterans' Administration before payments begin to the designated beneficiary.

Options—There's been a wide choice of optional settlements provided in the Insurance Act of 1946, to more closely tailor NSLI to the needs of policy holders. Previously, NSLI was payable to beneficiaries under only two options, both of which provided incomes for the principal beneficiaries, but both of which had been criticized as offering monthly payments too small to meet the requirements of some families. Four options are available now, as follows:

- Option 1—Lump sum payment of face value of policy when it matures.
- Option 2—(See Table I) In equal monthly installments of from 36 to 240 in number, in multiples of 12.
- Option 3—In equal monthly installments for at least 120 months, with such payments continuing during the lifetime of the principal beneficiary. This option offers slightly higher monthly payments than does Option 4 (below), but does not guarantee that the face value of the policy

CONTEST OPEN TO NAVY WRITERS

A couple of industrious Navy men, who sit down sometime this winter to apply pencil and a good idea to a piece of blank paper, are going to win the Navy Literary Contest and trips to Middlebury College, Vt., to attend the 1947 session of the Bread Loaf Writers' Conference, 14 to 28 August.

What's more, it won't even cost them any leave. They'll be given TAD orders to Middlebury College, and travel from their duty stations and return.

The contest is sponsored by the Navy League, and is open to naval personnel on active duty. Any literary effort may be entered, from rhymed couplet to full-length novel. Persons prominent in literature will judge the compositions, and the winners will be decided by Dr. Theodore Morrison of Harvard, acting with one naval representative. Only rule the judges must observe is that one of the prizes, at least, must go to an enlisted man. Both may, according to the judges' decisions.

The Bread Loaf Conference, by the way, ranks as an outstanding "school" of writing. To it each year come established writers for mutual discussions of their profession.

Mail entries to the Magazine and Book Section, Office of Public Information, Navy Department, Washington 25, D. C. prior to 1 May 1947. Type your efforts double-spaced, on one side of 8 by 10½-inch paper, with a covering page showing name, rank or rate, address of the author and a notation "U. S. Navy Literary Contest."

Manuscripts will be returned, and the Magazine and Book Section will offer manuscripts on the literary market according to the wishes of the writers.



will be paid. It guarantees only that 120 of the equal monthly installments will be paid. If the principal beneficiary dies *before* he receives the 120 payments, the remaining payments will be paid to contingent beneficiaries, or, in their absence, the present value of the unpaid guaranteed installments will be paid to the insured's estate. If the principal beneficiary dies *after* he has received the 120 payments, no more payments will be made regardless of whether the face value of the policy has been paid.

• Option 4—(See Table II) This option is known as Refund Life Income. It's payable in equal monthly installments, with payments of at least the face value of the policy certain, and payments continuing during the lifetime of the principal beneficiary. Monthly payments are slightly smaller than in Option 3.

Now, a word on selecting an option. Any of the options, or a combination of options, may be elected by the insured. The first beneficiary, furthermore, may elect any option providing for payments over a longer period than the option selected by the insured. If the insured elects no option, the insurance will be payable in 36 monthly installments. Again, the first beneficiary may elect an option providing for payment over a period longer than 36 months. Options 3 and 4 are not available if the beneficiary is a firm, corporation or other legal entity (including the insured's own estate), or trustee, or where an endowment contract matures by reason of completion of the endowment period.

Policy holders may discuss the various settlement options with their B & I officers, or with VA representatives. The insured should consider what his beneficiary's circumstances will be at his death. Points to consider include: what total income will be needed to provide a livelihood; what income is available from other than NSLI, including pensions, Social Security (see ALL HANDS, December 1946, p. 56), commercial insurance; whether there are children to be educated, and their ages; whether the beneficiary will be able to earn a living or will be needed in the home. The VA says (and it's equally applicable to servicemen), "Every veteran should be encouraged to review the settlement provisions of his NSLI policy in the light of his present family situation and with reference to the changes provided by the Insurance Act of 1946. . . He should be informed that after electing a settlement option to meet present circumstances, he can always make a new election at any time should his family situation change."

Insurance Plans—The word "endowment" crept in a minute ago, and probably needs clarification. NSLI, in the form first issued to a serviceman, is 5-year level premium term insurance. In such a contract, the insured pays his money and with it buys protection for his family in event of his death. But that's all there is to the policy. No trimmings. NSLI term insurance may, however, be "converted" at any time during the term period after the policy has been in effect for one year to any of the following permanent, and usually more advantageous, forms of insurance:

• Ordinary life—Provides maximum protection for minimum payment. Premiums are payable throughout the lifetime of the insured, except for such periods as premiums may be waived on account of total disability. This waiver applies also to each of the insurance plans listed below.

• 30-Payment life—Premiums are payable at fixed rates, which rates are higher than ordinary life rates, for 30 years, at which time premium payments cease and the policy remains in force for the remainder of the insured's life.

• 20-Payment life—Premiums are payable at fixed rates for 20 years and are slightly higher than in the 30-payment plan above. Insurance is paid up at 20 years.

• 20-Year endowment — Premiums are payable at fixed rates for 20 years, at the end of which period, unless the policy has matured by death of the insured, the amount of insurance under the policy, less any indebtedness, is payable to the insured in guaranteed installments for an agreed number of months, not less than 36 nor more than 240 in multiples of 12.

• Endowment at age 60 and endowment at age 65—Premiums are payable at fixed rates for the endowment period. The endowment period is the number of full policy years, which added to the age of the insured at the effective date of the policy, equals 60 and 65. At end of endowment period, unless the policy has matured by death, the amount of insurance under the policy, less any indebtedness, is payable to the insured in one sum, or at the option of the insured in guaranteed installments of 36 to 240.

Again, selection of these plans at time of conversion depends on what the insured wants his insurance to do for him. The lowest premium plan of permanent insurance is provided by ordinary life, but for any of a number of reasons the insured may be willing to pay a somewhat higher premium rate to receive the advantages of early paid up insurance or the endowment features, which can provide an income in future years much as would any good investment.

Disability—NSLI has provided for disability by offering a waiver-of-premiums feature to the totally disabled. In addition it now offers provisions whereby an insured can obtain, in conjunction with his life insurance, an income in event he is

Table II—New Plan Payments

The following table shows values of the monthly installments per $1,000 of insurance, under Option 4 of the new NSLI provisions. Under Option 4, the insured may elect that his beneficiary receive a monthly income for life, with payment of at least the face value of the policy certain regardless of the earlier death of the beneficiary. Payments under Option 3 are slightly higher than those shown in this table for Option 4, and are computed through age 83, but under Option 3 payment, which is in the form of a monthly income for the life of the beneficiary, is guaranteed for only 120 months in event of death of the beneficiary. Option 3 does not guarantee, as does Option 4, that the face value of the policy will be paid.

A—Age of first beneficiary at death of insured.
B—Amount of each monthly installment per $1,000 of insurance, payable throughout lifetime of first beneficiary.
C—Number of monthly installments certain.

A	B	C	A	B	C
10 and under	$3.29	304	40	$4.26	235
11	3.31	303	41	4.32	232
12	3.32	302	42	4.39	228
13	3.34	300	43	4.45	225
14	3.36	298	44	4.52	222
15	3.38	296	45	4.60	218
16	3.40	295	46	4.68	214
17	3.42	293	47	4.76	211
18	3.44	291	48	4.85	207
19	3.46	290	49	4.94	203
20	3.48	288	50	5.04	199
21	3.51	285	51	5.14	195
22	3.53	284	52	5.25	191
23	3.56	281	53	5.36	187
24	3.59	279	54	5.48	183
25	3.62	277	55	5.60	179
26	3.65	274	56	5.73	175
27	3.68	272	57	5.87	171
28	3.71	270	58	6.03	166
29	3.75	267	59	6.18	162
30	3.78	265	60	6.34	158
31	3.82	262	61	6.52	154
32	3.86	260	62	6.69	150
33	3.90	257	63	6.90	145
34	3.95	254	64	7.10	141
35	3.99	251	65	7.32	137
36	4.04	248	66	7.55	133
37	4.09	245	67	7.79	129
38	4.15	241	68	8.07	124
39	4.20	239			

totally disabled. This latter was provided in the Insurance Act of 1946.

Two amendments affecting claims for waiver of premiums were made retroactive to 8 Oct 1940.

• Provision was made whereby in event of denial of claim for waiver, the insured has the right to enter suit and have a trial by jury.

• Certain "statutory disabilities" were mentioned in the Act which, if present, are presumed to render the victim totally disabled regardless of his civilian activity. These disabilities are: "the permanent loss of the use of both feet, both hands, or of both eyes, or of one foot and one hand, or of one foot and one eye, or of one hand and one eye, or the total loss of hearing of both ears, or the organic loss of speech." In other words, presence of any of these disabilities automatically entitles the insured to waiver of premiums, under existing laws.

Provisions for disability income benefit also were included. Under the new law, the benefit will pay an income of $5 per month per $1,000 of insurance, payable during total disability lasting more than six months and beginning before the insured reaches age 60. In the case of a 20-year endowment contract, the disability must occur before the contract matures at 20 years. The first monthly payment of income is made at the beginning of the seventh consecutive month of total disability. The benefit payments are made in addition to, and do not reduce, any other portion of the insurance contract.

To attach such a disability income "rider" to a policy, the insured must, of course, apply for it (through the B & I officer or to the VA directly), and must pay an additional monthly premium for the benefit. The amount of this premium is dependent upon the type of life insurance plan carried and the amount of insurance provided in the contract. The following examples show the monthly insurance premium and the monthly benefit premium in ordinary life insurance contracts with face value of $10,000:

Age 25—monthly insurance premium, $13.70; monthly disability benefit premium, $2.10.

Age 35—monthly insurance premium, $18; monthly disability benefit premium, $3.

Age 45—monthly insurance premium, $25.40; monthly disability benefit premium, $4.70.

Lapse—The Insurance Act of 1946 pointed up the advantage of paying NSLI premiums by allotment, a foolproof and easy way of payment. It was ruled that if an allotment was established against service pay to pay NSLI premiums, the insurance automatically is deemed to have remained in force so long as the insured remained in active service, prior to the date of enactment of the Insurance Act of 1946, in spite of the fact that deduction of premiums may have been discontinued because:

• The insured was discharged to accept a commission.

• The insured was AWOL, if restored to active duty.

• The insured was sentenced by court martial, if he was restored to active duty or required to engage in combat or was killed in combat.

In the event of death, any premiums due on such insurance will be deducted from the proceeds and credited to the NSLI appropriation.

Table I—Payments Made Under Option 2

The following table shows values per $1,000 of insurance, under Option 2 of the equal monthly installments of the new NSLI provisions. Under this option the insured may elect that his beneficiary be paid in monthly installments of from 36 to 240 in number, in multiples of 12.

Number Installments	Amount Each Installment	Number Installments	Amount Each Installment
36	$28.99	144	$8.24
48	22.06	156	7.71
60	17.91	168	7.26
72	15.14	180	6.87
84	13.16	192	6.53
96	11.68	204	6.23
108	11.68	204	6.23
108	10.53	216	5.96
120	9.61	228	5.73
132	8.86	240	5.51

$1-a-Meal Regulations For Enlisted Revised

Enlisted men in a travel status anywhere within the continental U. S. using Navy or MarCorps meal tickets or emergency receipts now are authorized an allowance not to exceed one dollar a meal, no matter where the meal is taken.

This is provided in Alnav 606-46 (NDB, 30 Nov 1946), which cancels Alnav 26-45 and QMG MarCorps Circ. Ltr. dated 5 Feb 1945. These earlier directives provided that allowances were to be at costs not to exceed one dollar a meal in dining cars on trains or in dining rooms on steamers, and 75 cents elsewhere. No change has been made in the cash allowance for meals for enlisted men in a travel status, which remains at one dollar a meal.

240 Marine Noncoms Get Temporary Warrants

Warrant appointments for 240 noncommissioned marines were announced in Alnavs 603-46 (NDB, 30 November), 610-46 (NDB, 15 December), and 616-46 (NDB, 15 December).

The appointments, subject to conditions of Alnav 585-46 (NDB, 15 November), were made by the President for temporary service with rank from 5 Nov 1946.

New Physical Fitness Program Policies and Objectives Outlined

As plans for resumption of All-Navy tournaments in a number of sports moved ahead (see p. 10), the fundamental policy and objectives underlying the Navy's new physical fitness program were emphasized in BuPers Circ. Ltr. 276-46.

The letter stated the objectives are "to develop physical condition, emphasize discipline and obedience, develop individual qualification and skills in sports and swimming, maintain high state of morale, and provide guidance to every person in the Navy in maintaining the best possible physical fitness."

The letter pointed out the necessity of manning ships and planes with men who are kept alert and efficient through physical fitness.

It will be a policy of the physical fitness program that sports and related activities must be available to all personnel. An intramural athletic program within ships and stations will be encouraged. However, as an incentive to the local programs, individual commands will field teams of their most highly skilled sportsmen in district, fleet, area and All-Navy championships.

The circular letter referred commands to SecNav letter P2-5 of 27 May 1946, which established the postwar physical fitness policy for the Navy.

Chaplains Selected for Postgraduate Training

Chaplains who were selected for postgraduate courses in religion and relative subjects (ALL HANDS, September 1946, page 53), will be ordered to the colleges and seminaries of their choosing for the semester beginning in January--February 1947, BuPers Circ. Ltr. 262-46 (NDB, 15 November) announced. The letter listed 11 chaplains who were selected.



Mainsheet, Bainbridge, Md.

"Where the heck have you been?"

Handling of Non-Appropriated Funds For Welfare and Recreation Outlined

Purposes and policies behind non-appropriated funds controlled by BuPers and maintained for welfare and recreation were explained in BuPers Circ. Ltr. 277-46 (NDB, 15 December).

Included in the explanation were the BuPers Central Recreation Fund and the Naval Officers' Mess Central Contingency Fund. It was explained that the Ship's Stores Profits Fund, Navy (BuPers Allotment) was not included because it is for all intents and purposes an appropriated fund in respect to the manner in which it must be maintained and accounted, although it may be used in place of non-appropriated funds at the discretion of the Chief of Naval Personnel.

It was pointed out that appropriated funds available for welfare and recreation have decreased since hostilities ceased, and their use has been narrowed to very specific purposes laid down in appropriation justifications. The reduction in appropriated funds has made mandatory detailed review and careful planning in order to conserve and make most effective use of non-appropriated funds.

The funds controlled by BuPers may be discussed separately as follows:

● **BuPers Central Recreation Fund**—This fund has as its general purpose the support of recreation, amusement and welfare of personnel by means of supporting, equalizing and administering the various Navy recreation funds and financing special projects as approved.

Sources of the fund are receipt of balances remaining in the recreation funds of ships and stations decommissioned or disestablished, funds received from assessments against ship's store and ship's service profits, excess balances in either command recreation funds or ship or station recreation funds, and receipts of either gifts or donations accepted by the Navy Department for recreation, amusement and welfare of naval personnel.

Expenditures of this fund, to accomplish its purposes, are made by means of transfers of funds or loans to augment command and local recreation funds. Normally, routine transfers will be made to command recreation funds quarterly on a per capita basis, the philosophy behind this being that control of the funds may thus be decentralized to a point which will insure their benefits will reach down the chain of command to all personnel. Funds may also be expended on welfare and recreation projects initiated or approved by the Chief of Naval Personnel.

The fund has been used for building such facilities as athletic fields, game courts, swimming pools, pistol ranges and golf courses, bowling alleys, gymnasiums, hobby shops, game rooms, beer gardens and enlisted men's clubs. Cost of transportation of surplus recreation equipment to new locations, and purchase of new equipment, have been so financed.

● **Naval Officers' Mess Central Contingency Fund**—Its purpose is to assist naval commissioned and warrant officer messes ashore, individually and generally. Sources of the fund were originally assessments against the officers' messes ashore, based on gross receipts. This procedure is not at present necessary, but may later become so. Receipts also have accrued from liquidation of messes being disestablished and from excess funds transferred to BuPers in accordance with certain specific instructions.

Expenditures from the fund are made in the form of loans to activities establishing such messes ashore, advances to the account of a mess needing assistance to cover pre-payment of materials purchased, payment of commercial claims against a mess arising after it has been liquidated, and payment to a mess otherwise solvent but having insufficient assets to repay members' deposits. The fund may also be used for the general benefit of officers' messes, including the cost of administering the central fund, to provide funds on a loan or grant basis for the improvement of officers' messes.

The fund has been expended in redecorating, refurnishing and making minor alterations to mess buildings, and in providing or aiding in the providing of new mess or recreational equipment of indoor variety and such outdoor facilities as tennis courts, golf courses and swimming pools.

Circular Letter 277 pointed out fair administration of the funds requires that the following factors must be considered in studying requests for assistance:

- Status of the activity making the request with regard to personnel served and facilities available.
  - (1) Number of personnel attached to the activity or command.
  - (2) Number of Fleet or transient personnel served.
  - (3) Permanency and the postwar logistic mission of the requesting activity.
  - (4) Number, size and type of similar facilities already available to the naval activity in comparison with recognized accepted standards for the size of establishment under consideration.
  - (5) Accessibility of the individual activity to outside commercial and civil (community) facilities.
- Financial status of the activity making the request.
  - (1) Funds on hand.
  - (2) Monthly income from ship's store or ship's service.
  - (3) Monthly per capita rate of expenditure of available funds.
  - (4) Amount of athletic and recreation equipment in money value and/or quantity on hand.
- Decision as to propriety of using appropriated or non-appropriated funds for the project.
- Relative size of amount requested to the total amount available in the central fund.
- Amount of appropriated funds already approved for similar projects at the location.

Commandants and commanders through whom such requests for assistance are forwarded were advised that BuPers will regard their endorsement recommendations as being authoritative advice with respect to these considerations.

Officers Must Submit Terminal Leave Claims

Officers on active duty should submit claims for settlement of unused leave as soon as possible, BuSandA declared. It was pointed out that the form must be completed, whether or not the officer has a claim for unused leave. The forms will be used by BuPers to establish a basic leave credit as of 1 Sept 1946.

Claim forms should be submitted to the disbursing office which carries the officer's accounts. The office will forward claims via the CO and BuPers to the Terminal Leave Disbursing Office, Great Lakes, Ill.

Basic instructions and regulations may be found in BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946), and Joint BuPers-BuSandA Letter dated 13 Sept 1946 (NDB, 30 Sept 1946).

Photo Interpretation Courses Scheduled

A 15-week photographic interpretation course will convene on 17 January, and every 16 weeks thereafter, at the Photographic Interpretation Center, RecSta, Washington, D. C., it was announced by NavAct 89-46 (NDB, 30 Nov 1946).

Applicants must be regular Navy officers, or Reserve officers who have been accepted for transfer to USN, with ranks of ensign through lieutenant commander. Desired qualifications include training of college level, or equivalent, in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, and mathematics.

Selected graduates of the course will be given an additional 15 weeks' study in photogrammetry. Completion of the initial course, or of both courses, will lead to one tour of duty in a photographic interpretation billet.

Eligible officers must submit requests via channels to BuPers (Attn: Pers4221), with a statement of qualifications of education and experience.

First Postwar Exams 16 April for Advancement To Pay Grade 1A Rates

The first postwar examination for advancement to pay grade 1A rates has been scheduled for 16 April 1947 by Alnav 612-46 (NDB, 15 December).

As reported in ALL HANDS, October 1946, p. 51, promotions to pay grade 1A will be from eligibility lists maintained by BuPers, of candidates selected by service-wide competitive examinations.

Examinations will be given 16 April 1947 in the following rating groups:

BMCBB, ETM, RDM, SOM, CMCBB, CMCBD, CMCBE, CMCBS, SFCBM, SFCBP, SFCBR, SFCBS, SAI, SAD, PTR, T*, AMMI, AETM, PHOM, AERM, SKV, ABMAG, ABMCP, SKT, PRTRL, SSMB SSMC, SSML, SSMT, MAM, SPF, SPG, SPI, SPSPS* SPTLT, SPV, SPY, MMCBE, MMR, MMS, EMCBC, EMCBD, EMCBG, EMCBL, WTCB, SPXED, SPXTD, SPXCT, SPXJO, SPXPR, SPXNC, SPQIN, SPQCR, SPQTE.

* V-10 personnel only.

Current and expected excesses of CPOs prevent examination for advancement in other rating groups.

In order to compete in the examinations, personnel must be eligible for advancement, in all respects, as of the date of the examination.

To place all bonus credits on a more equitable basis, for use in arriving at the multiple computation score on Nav Pers Form 624 (Rev 7-45), a bonus of 2.0 may be claimed for the Navy Unit Commendation. The bonus for the Presidential Unit Citation may be claimed only by those personnel entitled to wear the star with the ribbon. This last interpretation excludes credit for those personnel who are entitled to wear the PUC ribbon but without star. It was pointed out that the addition and interpretation in instruction 7F to the examination form is not a formal change to NavPers Form 624, but is designed for use in the pay grade 1A examinations.

Further instructions were given cognizant commands with regard to administering the examinations as prescribed by Enclosure F of BuPers Circ. Ltr. 191-46 (NDB, 31 August) and BuPers Circ. Ltr. 240-46 (NDB, 31 October).

For added information on the conduct of the examinations, see ALL HANDS, December 1946, p. 61.

Communications Course To Convene in July

The next postgraduate course in applied communications will convene in July 1947, with applications to reach BuPers prior to 15 March, it was announced in Alnav 600-46 (NDB, 30 Nov 1946).

The new directive cancels Alnav 480-46 (NDB, 31 Aug 1946), which requested applications for a course beginning this month. Replies received in response to the previous Alnav will be kept on file for consideration along with new applications.

Alnav 600-46 stressed that training in applied communications is, in general, of an operational nature and requires sound professional knowledge, plus good educational background. The course is designed to prepare graduates for duty afloat in command, communications, and operations, commensurate with rank. Although assigning of graduates to shore billets will be given consideration, completion of the course does not lead normally to SDO classification.

Eligible are line officers, including aviators, commissioned 6 June 1940 to 19 June 1942, inclusive. Applicants should have had at least two years' sea duty. Signed agreements not to resign during the curriculum and to serve three years in naval service after completing the course should be submitted with applications to BuPers (Attn: Pers-4226).

SAVINGS PLAN PAYS MOST INTEREST

Still the most generous of bankers, the U. S. Navy continues to encourage enlisted men to deposit their money with disbursing officers at 4 per cent interest, a much better deal than they can find anywhere on the beach.

It's been going on for a long time, since 1889 as a matter of fact, when Congress provided for the establishment of a savings deposit program for enlisted men. In Navy Regs (Art. 1781) can be found the authority for operation of such a plan. The BuSandA Manual (Volume V, Chapter 4, Part B) goes into greater detail on the subject, explaining the mechanics of interest computation.

At any rate, the savings plan applies to enlisted men of the Navy and Marine Corps, serving afloat or ashore. No officers are eligible—warrant, commissioned warrant or commissioned. The path to the disbursing officer's deposit window is strictly no-officers' country.

Only one deposit may be made a month and it must be in an even dollar amount of at least $5. How much can be deposited at one time? Well, you can't break up a crap game then rush off to the paymaster and sock away the profits at four per cent. There's an upper limit on the size of deposits, too.

The disbursing officer can accept accumulated pay and allowances, if they pile up during the three months preceding the date of deposit. To this can be added any travel or reenlistment allowance which may be due. Also acceptable for a single deposit is the total of deposits and interest in a savings account upon reenlistment or first extension of enlistment.

That brings up the question of withdrawals, and the really safekeeping feature of the plan. Deposits and interest can be repaid only on discharge, release from active duty, transfer to the Fleet Reserve, appointment to warrant or commissioned rank or furlough without pay. Forget the last—FWOP is the cabalistic symbol for something that hasn't happened in years.

Thus, the money left with the disbursing officer on deposit remains safe against whimsical withdrawal. It can't be touched whether the man wants to buy gold bricks, low tide real estate or pea coats for a Sand Street blonde.

It also is proof against attachment. The money deposited and the interest on it is exempt from liability for depositor's debts, even indebtedness to the United States.

One thing the account cannot withstand is a mark of desertion. Deposits and interest, in the event the depositor deserts, are forfeited. If a mark of desertion is removed later, the deposits continue in the usual manner.

Deposits can be made in two ways —by cash and by checkage. The usual method, of course, is by cash deposit, but the disbursing officer can check an account for the amount of a deposit when he is given an approved special money chit marked "For Deposit."

Money deposited in this fashion does not mould in a cigar box in the pay office nor does the disbursing officer press it between the leaves of his copy of *Forever Amber*. The deposits are in special custody of the U. S. government, a substantial firm doing business at the same old stand since sailors wore rings in their ears and tar in their tresses.

The disbursing officer accounts for the money in the same manner as other collections of public funds, entering it in his Cash Book as well as in the depositor's own Deposit Book. At the end of the month he writes it in an Abstract of Deposits. Check and double check.

Naturally, the Deposit Book stays in custody of the disbursing officer most of the time, but a man usually carries it with him on transfer. Suppose he loses it. There's no strain to that. The General Accounting Office has all the dope at the tip of its calculating machine keys and a new book is issued.

Since the money can be withdrawn only once, the interest is figured at only one time; that is, upon discharge, release from active duty and see an earlier paragraph for the rest of the et ceteras. On this special date, the disbursing officer sits down with the deposit book and adds it up. For any sum deposited for a period of six months or longer, he computes interest at the rate of 4 per cent per annum, based on a year of 360 days.

Take off your boon-dockers if you need to, and figure it out with every digit at your command. It comes out better than at the Dockside Dime Savings.

Naval Reserve Opens Enlistments To Non-Veterans in Recruiting Drive

The Navy has launched a nation-wide Reserve recruiting program, to bring the Naval Reserve up to full strength. Two recruiting plans were placed in effect:

- Volunteer Reserve enlistments were opened to non-veterans in two age groups, those 17 to 18½ years of age and those between the ages of 30 and less than 40.
- Organized Reserve enlistments were opened to selected non-veterans over 17 years of age, whose vocational training is peculiarly fitting for naval service.

The two plans are discussed under the headings "non-veteran" and "vocational" following:

Non-veteran—Military service previously was a prerequisite for Naval Reserve enlistment, but enlistment now is open to non-veterans in the age groups given above. The non-veterans must pass a physical examination. The physical is not required of veterans.

Term of enlistment is four years, except for 17-year-olds, who must enlist for minority until their 21st birthday. Acceptable candidates will be enlisted in V-6 for inactive duty, with the provision that the best-qualified V-6 men may later be transferred to units of the Organized Reserve.

Enrollment in the Reserve does not exempt non-veterans from military service under Selective Service. Those so affected will be discharged from the Naval Reserve 30 days prior to the date they become eligible for induction.

Vocational—Selected, vocationally-trained non-veterans over 17 may be enrolled directly in the Organized Reserve, with consequent advantages of pay for training and opportunity for advancement in rating, depending upon the individual's proficiency in civilian trades and crafts.

Objective of the program is to supplement the non-veterans' apprentice skill with naval training, to fit them as Reserve petty officers. The vocational enlistees will be recruited in cities where Organized Reserve units have been activated. Students in vocational schools and apprentices in industry who are receiving additional instruction from such schools are eligible.

The Navy Recruiting Service is nearly doubling its activities to put over the Reserve recruiting program. Active duty billets in connection with Reserve recruiting are opening up for Reserve officers and enlisted men now on inactive duty. Personnel who volunteer for duty, via their district commandants, will remain on active duty at least until 1 July 1947.

Eligible for this recruiting duty are Reserve officers in the ranks of lieutenant commander and below, including warrant officers. Men in all ratings in pay grades 1-3 inclusive are eligible, except those of the ship's service, Specialist (F), commissary and steward branches. Yeomen and pharmacist's mates in pay grades 1-4 inclusive are eligible.

Naval Reserve procurement officers are being assigned to duty in all districts to coordinate the campaign. Traveling recruiting teams are taking the Reserve message into cities, towns and hamlets.

PubInfo Officer for Reserve Units Advised

Reserve units were advised by BuPers of the desirability of assigning duty as public information officer to one of three commissioned officers of the Volunteer Reserve authorized to be associated in drill pay status with each division of the Organized Reserve.

If possible, BuPers pointed out, this officer should have a background of public information experience, and should be assigned duty as liaison public information officer. If local conditions make such action impossible, however, one of the division's officers should be assigned collateral duty as public information officer.

It was recommended that the liaison public information officer establish coordination with, and receive guidance from, the district public information officer.

Refunds Due Members Of Mutual Aid Association

Members of the Navy Mutual Aid Association who were in good standing on 31 Aug 1945, and have not received refunds of extra war risk rates, have been asked to communicate with the association. Alnav 604-46 (NDB, 30 Nov 1946) announced that the association has many undelivered checks representing partial refund of extra war risk rates.

The directive revealed that extra hazardous duty rates now in effect, $5.30 for aviation members and $2.50 for submarine members, have been continued through 1947. Allotments now active will be automatically continued through 1 Dec 1947.

Applications for membership in the association are being taken from regular permanently commissioned and warrant officers of the Navy, Mar-Corps and Coast Guard on active lists, not over 45 years of age; Navy midshipmen, and Coast Guard cadets. Confirmation of permanent officer status, if not shown in the Navy Register of 1 July 1945, should accompany applications.

Former Enlisted Men May Become Eligible For Reserve Commissions

Former enlisted men of the Navy and the Coast Guard may become eligible for appointment to commissioned rank in the Naval Reserve, under procedure announced in BuPers Procurement Directive 31-46.

The program is open to outstanding veterans who are not subject to induction under the Selective Service Act. At time of application, candidates must have completed at least two years in an accredited college or be of equivalent educational level. They must have been separated with honorable discharges and be physically qualified for Reserve commissions.

Applicants must be enrolled in the Naval Reserve for inactive duty, and participation in training and drills with recommendation from the command conducting the training will be given strong consideration by the selection board.

Applicants may not be younger than 19 nor older than 30, although the upper age limit may be waived by BuPers for exceptional candidates. The applicant must be a native-born U. S. candidate, or naturalized for at least 10 years.

Eligible Reservists may write to the nearest Office of Naval Officer Procurement for instructions to be followed and forms to be completed, prior to appearing for physical examination. A stated time and place for appearing should be requested.

The program was established to provide for personnel who, through lack of service and educational qualifications, were not eligible for advancement to commissioned rank during the war. The program will remain open indefinitely, for the benefit of those men who wish to maintain an active interest in the postwar Naval Reserve.

Prior to appointment, applications will be reviewed and selections made by a board established in BuPers.

Following are addresses of Offices of Naval Officer Procurement: 721 Healey Bldg., Atlanta, Ga.; U. S. Post Office and Court House Bldg., Boston, Mass.; 321 S. Plymouth Court, Chicago, Ill.; 243 Federal Bldg., Cincinnatti, Ohio; 1249 Washington Blvd., Detroit, Mich.; U. S. Court House Bldg., Kansas City, Mo.; Northwestern Bank Bldg., Minneapolis, Minn; 210 W. 7th St., Los Angeles, Calif.; Federal Bldg., New Orleans, La.; NAS, Dallas, Texas; 90 Church St., New York City; 1600 Arch St., Philadelphia; Old Post Office Bldg., Pittsburgh, Pa.; Ferry Bldg.. San Francisco, Calif.; 513 Arctic Bldg., Seattle, Wash., and 1601 I St., N. W., Washington, D. C.

OPA Ceilings No Longer Affect Surplus Sales

Navy sales of scrap, salvage and surplus property may be made without reference to former OPA ceiling prices, according to Alstacon 142248 of October.

Increased Allowances Of Boats Authorized For Most Combatant Ships

Increased allowances of ship's boats for most combatant vessels has been authorized by CNO. Boat facilities were cut sharply in the war to clear ships for combat and are now being increased as much as compatible with requirements for possible action.

The increased allowances bring the number of boats carried on most large ships as close as possible to prewar standards, but additional boats and handling facilities beyond those authorized during the war are considered as "strip ship" items of equipment, to be abandoned in case of need to return to action status.

No construction of additional crane equipment for combatant ships already built, to provide on-board stowage for boats, is authorized, but ships now under construction will be studied to determine the practicability of providing prewar standards of boats and boat handling facilities.

The new allowances are as follows:

BB 61 class: 8-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 2-24 foot plane personnel boats.

BB 55-56 class: 6-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CA 68 and 122 classes: 6-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 64 class: 3-30 foot motor launches, 1-26 foot motor launch, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 106 class: 4-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 59 and 119 classes: 4-30 foot motor launches, 1-26 foot motor whale boat, 1-26 foot motor whale boat (canopy), 1-24 foot plane personnel boat.

CVB 41 class: 4-35 foot motor boats, 4-50 foot motor launches, 4-40 foot motor launches, 2-26 foot motor whale boats.

CV 9 class: 3-35 foot motor boats, 5-40 foot motor launches, 2-26 foot motor whale boats.

CV 148 class: 2-35 foot motor boats, 2-40 foot motor launches, 2-26 foot motor whale boats.

CVE 105 class: 2-35 foot motor boats, 2-40 foot motor launches, 2-26 foot motor whale boats.

DD class: 2-26 foot motor whale boats.

DM-DMS class: 2-26 foot motor whale boats.

DE class: 1-26 foot motor whale boat.

Information on Dental Corps Officer Pay Given

Dental Corps officers returned from duty with the army for release to inactive duty will receive pay and allowances due them after the BuSandA Field Branch in Cleveland, Ohio, has been advised by the War Department of payments made by Army disbursing officers.

This information was given in NavAct 90-46 (NDB, 30 Nov 1946), which stated that disbursing officers at separation activities will make initial mustering out payments and pay the officers the advance mileage due them. Checks for final payment will be mailed to the officers' home addresses.

PERMISSION NEEDED TO LEAVE U. S.

Hold it! Step out from behind that "bon voyage" floral horseshoe. Unpack your suitcase and hang up your walking cane. The Navy wants to know where you're going.

Reservists on inactive duty who want to leave the U. S. must obtain written permission in advance from the commandant of their naval district or river command, unless they're planning only a little jaunt of 30 days or less to a country in which a passport is not required of U. S. citizens (Canada, Mexico, Bermuda, the Bahamas, Cuba and Jamaica).

Get permission first, be sure your passport's in order if you'll need it, and then run along and have a good time.

The rules do not, by the way, apply to Reservists employed in U. S. merchant vessels, or American-owned vessels under friendly foreign registry, or those employed in the business of flying aircraft of U. S. commercial air lines, so long as their travel is incident to their profession.

Reservists wishing to take a job with the government of a foreign country in a capacity which is directly or indirectly under control of the foreign government, must submit resignation from the Reserve (if an officer), or request discharge (if enlisted), at the same time permission to leave the U. S. is requested. By law, members of the Naval Reserve may not be in the employ of a foreign government.

However, favorable consideration will be given to requests for reinstatement from Reservists who have resigned to accept such employment, after they leave the employ of the foreign power.

Fire Control Technician Complements Established For Certain Vessels

Allowances for fire control technicians, third class, have been established for certain vessels of the Active Fleets, including AD, AR, ARH, BB, and CA types, BuPers Circ. Ltr. 265-46 (NDB, 15 November) announced.

Later these allowances, established to provide the Navy with competent personnel to maintain and repair modern fire control equipment, will be revised to offer opportunities for advancement of FCT3s and billets for men rated FCT2s and above upon completion of the advanced fire control course at the Naval School (Fire Control Technician).

Upon successful completion of the course of instruction at the Naval School (Fire Control, Advanced) as directed in Alnav 558-46 (NDB, 15 October; ALL HANDS, November 1946, page 61), selected S1(FC) will be advanced in rating to fire control technician, third class. They will be sent to the Fleet and distributed to vessels having allowances for the rating and in order of priority to AD, AR, ARH, BB and CA. As graduates become available in larger numbers, allowances of vessels of other types than those for which immediate allowances are provided will be processed to include the FCT rating group.

To insure that only qualified personnel are in fire control technician billets, individual COs are *not* authorized to advance non-rated personnel to this rate. Recommendations for such advancements in rating, or of changes in rating of rated fire controlmen to fire control technicians of equal pay grade, will not be approved by BuPers.

When individual ship allowances have been processed to include fire control technicians, second class and higher, advancement in rating will be controlled by provisions of BuPers Circ. Ltr. 191-46 (NDB, 31 August), or other directives concerning advancement in rating which may be in effect at that time.

Completion of the course at the Naval School (Fire Control Technician) is not required for advancement in rating to FCT2, providing personnel are serving in the fleet at the time of advancement. Personnel must have successfully completed the course to be eligible for advancement from FCT2 to FCT1.

The specialty mark for fire control technicians is the same as that prescribed for fire controlmen. (Uniform Regulations, 1941). Instructions relative to incorporating the FCT rating in the new Personnel Accounting System were provided in BuPers Circ. Ltr. 265-46.

Recovery of Black Market Blood Plasma Sought; Must Be Returned to U. S.

Newspaper accounts in the U. S. of alleged black market operations in American blood plasma in Shanghai have prompted a directive to commands concerned to make efforts to recover plasma and medical supplies which may have been sold as surplus without Red Cross approval.

The directive, contained in Alnav 601-46 (NDB, 30 Nov 1946), pointed out that it is illegal to dispose of, as surplus, property donated by the American Red Cross without prior Red Cross approval. There is a possibility that by bulk sale, or in the sale of hospitals as complete units, blood plasma has been declared surplus and sold without this approval, the Alnav declared. The plasma must be returned to the U. S.

Credit Urged for Educational Experience During Peacetime Duty

Whether the stroke oar in your chow line ran away from Cucamonga High to join the Navy during the war, or waited until he'd had a couple of years in the state college before he shipped, he'll find that naval service offers considerable opportunity for further education—academic education, that is.

This we have on authority of the Accreditation Commission of the American Council on Education, whose formidable title cloaks a friendly organization devoted to the schooling problems of John Gob and GI Joe. The commission recently recommended to schools of the nation that they continue to give credit for educational experience gained in service just as they did during the war—with two exceptions. We'll deal with the exceptions later.

The recommendation is the result of a study of the educational credit granted for wartime service, a study which convinced the commission there was very little wrong with the policy. The commission reported to schoolmen:

"There is ample evidence of the wisdom of this policy, since hundreds of thousands of veterans have demonstrated substantial educational growth while in the services . . . Thousands of young men will continue to serve in the armed forces during peacetime, and many of them will attain measurable educational growth while in the service, just as others did during the war."

And here's how it could work for men with wartime service.

Stilson W. Knucklebuster left high school after two years study and became a journeyman machinist. Came Pearl Harbor. He enlisted in the Navy, became a machinist's mate but turned to optical work and was graduated from three Navy schools in the specialty. Now he's a chief special artificer optical, planning to resume his civilian career and anxious to obtain a high school diploma.

Knucklebuster calls on an Educational Services Officer, who totals up his high school credits. They amount to less than two years credit. The ESO assembles a record of Knucklebuster's Navy training—recruit, service school and some U. S. Armed Forces Institute courses he studied in his spare time. This is dispatched to Knucklebuster's old high school principal, who evaluates this record and decides he has the equivalent of a high school education. The diploma is awarded him next graduation day.

Even if friend Knucklebuster lacks the necessary credits, adding in all his Navy schooling, the ESO has an ace in the hole—the GED (for General Educational Development) test. Most state boards of education are willing to grant high school certificates on the basis of high scores on this test, which measures the educational growth Knucklebuster gained through travel, reading, civilian or military occupations and other experiences.

Except for recruit training credit and GED, the program will continue to function this way, the commission recommends, for men whose armed service is wholly peacetime.

During the war a recommendation was made to give credit for "boot" training to avoid penalizing a man drafted or enlisted in the last months of high school. Since men ordinarily are no longer required to leave high school before graduation, the commission does not recommend that recruit training credit be given those entering service after V-J Day.

As for GED, the last thing these educators want to do is encourage men to leave school. They want to recommend no accrediting policy that would give a man his high school diploma before he would normally be graduated. Thus, they recommend that GED tests not be administered or recognized as a measure of high school equivalence until after the class of which a man was a member has been graduated.

Three other means of gaining educational credit while in service remain unchanged. They are (1) service schools, (2) correspondence courses and (3) off-duty class study.

In the Guide to the Evaluation of Educational Experiences in the Armed Services (hereinafter the Tuttle Handbook for the man who wrote it) can be found the American Council on Education's recommendations for credit for service schools. ACE considers service school work valid educational achievement, measurable by any standard.

The Tuttle Handbook also contains recommended credit for correspondence courses offered through USAFI by collegiate extension divisions and by the Marine Corps and Coast Guard institutes.

Also in the Handbook is recommended credit for off-duty class study. This program, using USAFI education manuals, will be expanded in the peacetime period.

All of these recommendations, despite their wide distribution, do not set policy for individual schools. The American Council on Education, the National Association of Secondary School Principals and the military services, who cooperated to form the recommendations, recognize and respect the autonomy of schools and colleges, which make their own policies on evaluation of service education.

These policies vary widely from place to place, as examination of a compilation of state education department standards will show. Recruit training, which might get a veteran his high school diploma in one state, will get him a cup of coffee in another—if he has a nickel.

No one can go wrong with USAFI, however, and the War and Navy departments recently endorsed a streamlining of the course offerings at USAFI headquarters in Madison, Wis. Main effect of this action is to

Crown, Shield Removed From Italian Flags

Signal gangs on ships having Italian national flags (ensigns) aboard were advised by BuShips to remove the crown and shield from each flag. The Italian government has modified the ensign to consist of three equal vertical stripes of green, white and red, without the crown and shield.

Since the crown and shield are appliqued on the flags, modification is within the capacity of the ship's force. The BuShips' directive appeared as item 46-2149, NDB, 15 November.



TAILOR MADES

concentrate the program at elementary and high school levels, and the freshman year of college. Advanced college courses of specific interest to the military are being retained, and continuing surveys will keep USAFI apprised of educational interests among service personnel.

Not that most advanced college courses no longer are available. They will still be offered, as they were during the war, by extension services of various schools through the medium of USAFI. Seventy-three colleges and universities, now under contract with USAFI, will enroll servicemen and women in correspondence courses at college level.

Revision of the basic USAFI program cuts from more than 400 to about 300 the number of correspondence, self-teaching and class-study courses for which materials are supplied.

With the revision of USAFI and the continuance of credit transferral, peacetime education in the Navy probably will have its dramatic events —like the experience of one war veteran. Perhaps this story should be told with a background of "chase" music, appropriate to horse opera or the dash of the cavalry to rescue an embattled wagon train. The tale has a Garrison finish, at any rate.

A Navy enlisted man won a temporary commission and, with the end of the war, was accepted for permanent commissioning in the regular Navy. On the basis of test scores, he was recommended by BuPers for college training at the University of Minnesota. Unfortunately, he lacked a high school diploma, and the U. of M.'s term would begin soon.

Time was dwindling when the officer's ship put into Norfolk and BuPers swung into action. An ESO at Norfolk was instructed to give him a GED test and rush the completed answer sheets to Madison for scoring and report to his high school. Now it developed that the Minnesota term would start before the diploma arrived.

The GED scores were sent to the University and the situation described. Minnesota, off those GED marks, decided to let the officer enter without his diploma.

To paraphrase an old axiom: There's more than one way to skin a sheep.

Date Set for Examination Of Candidates Seeking Medical Corps Appointment

Examinations for selection of candidates for appointment to the Medical Corps will be held from 3 to 7 February, it has been announced by BuMed. Those selected may be appointed to the grades of assistant surgeon or acting assistant surgeon with the rank of lieutenant (jg).

Physical and professional examinations will be conducted at that time by Boards of Medical Examiners and Supervisory Naval Examining Boards at 20 naval hospitals throughout the country.

Candidates must be U. S. citizens, between the ages of 21 and 32 (upper age level 31 for acting assistant surgeons), must be graduates of approved medical schools and must meet the physical requirements for appointment.

Graduates of approved medical schools in the U. S. or Canada who have completed internship in accredited hospitals are eligible to take the exam for assistant surgeon. Following confirmation by the Senate, those selected will be appointed and receive orders to active duty at a naval medical facility.

Students enrolled in approved medical schools who will have completed their third year of the medical course before the date of the examinations, are eligible to take the examinations for acting assistant surgeon. They will be called to active duty following the completion of their medical education.

The examinations will be held at the following naval hospitals: Bethesda, Md.; Camp Lejeune, N. C.; Charleston, S. C.; Chelsea, Mass.; Dublin, Ga.; Great Lakes, Ill.; Houston, Tex.; Jacksonville, Fla.; Long Beach, Calif.; Memphis, Tenn.; Newport, R. I.; Oakland, Calif.; Parris Island, S. C.; Pensacola, Fla.; Philadelphia, Pa.; Portsmouth, N. H.; Portsmouth, Va.; St. Albans, N. Y.; San Diego, Calif.; and Seattle, Wash.

Detailed information as to form and procedure of application may be obtained from the Officers of Naval Officer Procurement or from the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

Officer Applications For UDT Duty Sought

Applications are desired from officers of the Navy Academy classes of 1944, 1945 and 1946, and their contemporary USNR and USN(T) officers selected for transfer to the regular Navy, for duty in Underwater Demolition Teams, according to Alnav 597-46 (NDB, 30 November).

Volunteers must pass the physical examination required of candidates for submarine duty and submit report of this examination with their request for UDT duty. Requests from good swimmers are particularly desired.

Requests must be sent airmail, via official channels, to BuPers (Attn: Pers 3114), Washington 25, D. C.

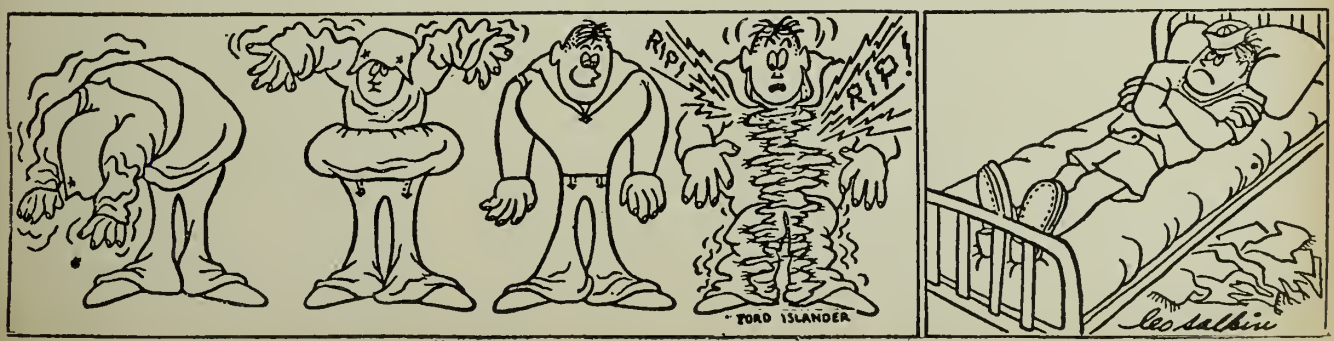
Rotation of Officers To Duty Ashore Gets Attention of BuPers

Shore duty for officers is a subject coming in for considerable attention in one corner of BuPers. Not insensible to the plight of some, who have been at sea since main propulsion was a galley slave, the Bureau wants to accelerate the rotation of officers to duty on the beach.

Navy policy specifies that all officers—Naval Academy graduates, ex-enlisted men or former Naval Reserves—shall be rotated according to the same schedule. BuPers hopes to attain this goal when the current educational program for regular Navy transferees begins to send graduates to the Fleet.

In the meantime the Bureau, aware that the sea is just as salt for enlisted men as for officers, let it be known that enlisted sea duty counts toward eligibility for rotation to shore—if it runs consecutively with sea duty in officer status. This is a reversal of a prewar policy which cancelled all the sea duty an enlisted may may have amassed on the day he became a warrant officer.

For the purpose of computing sea duty to determine eligibility for shore duty 12 consecutive months or more on the beach counts as a tour of shore duty. To state it another way: an officer may spend a period of less than 12 months ashore without interrupting his consecutive sea duty.



The Sweeper, Naval Mine Warfare School, Yorktown, Va.

NAVY RELIEF SOCIETY RENDERS AID IN TIME OF NEED

The Navy Relief Society is an organization "of, by and for the Navy" which has for its sole purpose the rendering of assistance, both financial and other services, to naval personnel and their dependents in time of need. Although an adjunct of the naval service, it is a private agency founded and incorporated in 1904 by a group of naval officers, wives of naval officers and civilian friends of the Navy. The late Admiral of the Navy George Dewey was a prominent figure in this group and served as president of the Society from 1906 to his death in 1917. Fleet Admiral Ernest J. King is current present of the Society.

Originally the Society's activity was confined to aiding "indigent widows and orphans of officers, sailors and enlisted men of the U. S. Navy and Marine Corps." Through the years, as necessity arose and resources increased, the Society's work gradually broadened until at present its policies provide for assistance in time of need to officers and enlisted men of the regular Navy and Marine Corps, the Reserve components when on regular active duty, the Coast Guard when serving with the Navy in time of war, the dependents of such personnel, as well as for relief and assistance to the dependents of deceased personnel of the service.

Until World War II, the work of the Society was limited by its comparatively meagre resources, practically the whole of which came from contributions from within the naval service, and from a limited number of generous civilian friends of the Navy who were familiar with its activities. All contributions from any source are voluntary and no official funds of any sort have been utilized in carrying out the program.

The funds available at the outbreak of the second World War were hopelessly inadequate to meet the demands of an expanding naval establishment. The great disruption of family arrangements caused by the calling of Reserve components to active duty, the widespread enlistment of volunteers, as well as the draft, posed new problems in addition to multiplying their number. Not only financial assistance, but advice and aid on transportation, housing, mail, benefits, allowances and a multitude of other problems had to be provided. Extraordinary measures were required to meet the situation.

Aware of this necessity and familiar with the Society's work, a group of interested citizens in New York, headed by Clarence Dillon, formed a National Citizens' Committee. As a result of their activities, a fund of some $10,800,000 was raised and increasing the total sum available to donated to the Navy Relief Society, over $11,500,000 and making it possible to meet the new obligation imposed by the war.

Some idea of how this obligation was met, on the financial side, may be learned from the statistics in the table accompanying this article.

While the financial aspects loom large, as reflected in the table, the Society's assistance is by no means limited to that type of help. So-called "service" cases aggregate some two to three times the number of monetary ones. Broadly, they include the services of the Navy Relief Nurse, "Navy Neighbor," assistance with arrangements for transportation, housing, personal problems and affairs and related matters. The major portion of these services is carried on by volunteer women, mostly wives of naval personnel, but the Society has been able during the past several years to supplement their work by the employment, in limited numbers, of professional social workers and registered nurses. In the larger auxiliaries also, due to withdrawal of service personnel formerly assigned, the Society has been forced to provide bookkeeper and clerical help from civilian sources. At the present time the combined efforts of officers, volunteer and civilian help are needed to meet the great volume of requests received.

The great proportion of the Society's work is carried on by some 40 Auxiliaries and 45 Branches. These are located in the naval districts, at the larger naval stations and centers where naval personnel and their dependents congregate. Due to their proximity, these Auxiliaries and Branches can most expeditiously process requests, make necessary inquiries, gain first-hand information and, most important, take prompt action. To provide for areas not covered by Auxiliaries and Branches, arrangements have been made with the American Red Cross for its local chapters to furnish information, assist in processing of requests and otherwise act as liaison with the headquarters of the Navy Relief Society in Washington. It is only necessary for dependents in such areas to make known their problems to the Red Cross, which will assist them in communicating with headquarters. These requests are handled directly by headquarters.

The general scope within which the Society's assistance can be expected includes the relief or contributing to the relief, of abnormal, non-recurring situations (particularly in the field of sickness, hospitalization, funeral expenses, non-receipt of allowances, benefits) in which naval personnel or their dependents find themselves, and which they cannot reasonbly meet from their own resources. Real need is a controlling factor. The limited funds and services available are not dissipated for mere convenience, financing leave or liberty (except in unusual circumstances), business ventures or purchase of non-essentials or to maintain a standard of living incommensurate with the resources of the individual. All cases, however, are given careful consideration and attempt is made to resolve them on the side of liberality rather than parsimony.

Based on statistical analysis of current activities, the Society's expenditures will exceed its normal income by some $400,000. This must come from the voluntary contributions of naval personnel, as no appeal to the general public is made during time of peace. It is felt that Navy Relief is not charity in the ordinary sense of that word. It is, rather, assistance in time of need by one member of a large naval family to another. The Society believes that if it is to rest upon a sound basis and be worthy of its mission it must derive its chief support from members of the naval service.

The Navy Relief Society conducts no campaign, as such, for solicitation of funds from naval personnel. The period 1 to 15 February each year is set aside for the receipt of voluntary contributions from the personnel of ships, detachments and stations, and for fund raising affairs such as shows, carnivals, balls and similar benefit activities. A special notice is sent out at that time inviting attention to the Society's work and its purposes and affording opportunity for participation by all those who deem its objectives worthy of support.

	GRATUITIES *		LOANS **		TOTAL BY YEAR	
	Number	Amount	Number	Amount	Number	Amount
1942.....	3 101	$91 840	25 821	$1,029.539	28,922	$1.121.379
1943.....	13,070	466 330	49 786	2.325.291	62,856	2 791.621
1944.....	19 917	881.510	88,595	4.309.437	108,512	5.190.947
1945.....	22.973	1,209,080	73,498	3,724,945	96,471	4,934,025
1946***.....	8,000	545,610	28,122	1,563,956	36,122	2,109,566
Total by Class..	67,061	$3,194,370	265,822	$12,953,168	332,883	$16,147,538

Grand Total 1942-1946—332.883 cases; $16.147.538 assistance

* Gratuities are outright gifts to widows, children and other dependents of deceased personnel to tide them over critical periods, and to dependents of living personnel, chiefly for illness, injury and hospitalization, whose burdens are such that repayment of a loan would only increase the burden.

** These loans are made without interest and are expected to be repaid. However provision is made for cancellation if later circumstances create undue burden. About 10 percent are so cancelled.

*** Demobilization year. Personnel decreasing from around 3,000,000 to 650,000.

Procedures for Release Of Officers Outside Continental U. S. Noted

Prompted by changes in earlier directives and new concepts of separation of naval personnel, procedures for release of officers outside the continental U. S. have been clarified in BuPers-BuSandA Joint Letter dated 15 Nov 1946.

Officers stationed outside the continental U. S. may elect to be separated in territories or possessions of the U. S., or in foreign countries or possessions, and the procedure varies according to the officer's status.

An officer eligible for release from active duty, whose home of record at the time of being ordered to active duty was within the continental U. S., may request to be released from active duty at his duty station outside the continental limits as follows:

• Those desiring release from active duty in a territory or possession of the U. S. must submit a written request for such release, via CO only, to the Chief of Naval Personnel.

• Those desiring to be released in a foreign country or its possession must first obtain permission to remain in the country or possession from the appropriate civil authorities. This permission will be obtained through the nearest U. S. diplomatic or consular office, where the officer also will obtain a consular passport, if necessary. The officer then will submit a written request for release in the foreign country or possession, via CO only, to the Chief of Naval Personnel.

• When the approvals required above have been obtained, the CO will issue release orders similar to an example given in the joint letter.

An officer on duty within the continental U. S., or on a ship in a continental port, who is entitled to be returned to a home of record outside the continental U. S. upon release from active duty, will be separated at appropriate activities listed in Alnav 384-46 as modified by Alnavs 476-46 and 529-46. These officers will have a year after date of release or termination of the war, whichever is later, to complete their travel.

An officer who is entitled to be returned to a home of record in a territory or possession of the U. S. upon release from active duty, and who elects in writing to be separated at an appropriate activity within the territory or possession, will be ordered by BuPers to the activity for separation processing when release orders are requested. This election is irrevocable upon detachment from duty station under separation orders.

An officer on duty at a ship or station outside the continental U. S., who is entitled to be returned to a home of record in a foreign country and who elects to be processed for separation at his duty station, shall be processed as follows:

• The officer shall obtain necessary permissions to enter the foreign country in which the duty station is situated (if it is in a foreign country), visas for foreign countries through which he will travel, necessary permissions to enter and reside in the foreign country in which the home of record is situated. This shall be explained in his request to the Chief of Naval Personnel. When approval has been obtained, release orders shall be issued by the CO as outlined in the joint letter.

• In the event that the officer does not have all the permissions listed above, or does not wish to return to his home of record, he may be released in the foreign country in which stationed if he has necessary permissions to enter that land. This shall be explained in the letter to the Chief of Naval Personnel. When approval has been obtained, release orders having modifications outlined in the joint letter shall be issued by the CO.

The joint letter gives provisions governing dependent's transportation, shipment of household effects and mileage claims of officers to whom the directive is applicable.

Ordnance Publications Distribution Revised

The Ordnance Publications Distribution Center at the Naval Gun Factory, Washington, D. C., has been disestablished and its work incorporated into the central distribution system.

Requisitions for ordnance publications and forms now must be made through the district publications and printing office which services a ship or station, according to Alnav 602-46 (NDB, 30 Nov 1946).

Combat Aircrewmen As Separate Rating Group Discontinued

Combat aircrewmen ratings were held in abeyance and the parenthetical designation of (CA) was replaced by a Navy Job Classification code number with the publication of BuPers Circ. Ltr. 264-46 (NDB, 15 November).

The letter modifies Instructions for the Navy Personnel Accounting System (NavPers 15,642, revised March 1946) to conform with the decision to suspend combat aircrewmen as a separate rating group. It also instructs commanding officers to change all ratings within seven rating groups—AMMAC, MMFAC, ARMAC, AETAC, AOMAC, AOACB and PHOAC—to ratings within the following groups, in the same pay grades, as appropriate:

AMM, AMMF, ARM, AETM, AOM, AFC and PHOM.

Men who have held the designation will continue to wear their aircrew insignia, and remain qualified for duty involving flight under the provisions of BuPers Circ. Ltr. 75-46 (NDB, 31 March). These men were volunteers, qualified physically and psychologically for their duties, and skilled as aircraft machine gunners. Now, as in the past, they will be given first consideration when "flight skins" are being assigned. The Navy will continue to select and train other men for this specialized duty.

In place of the old designator (CA), Navy job code numbers, as listed in the Manual of Enlisted Navy Job Classifications (NavPers 15,105), will be assigned. It also was pointed out that BuPers Circ. Ltr. 43-46 (NDB, 28 February), which directed that all enlisted personnel be given Navy job classification numbers, must be compiled with.

Changes of combat aircrewmen ratings in accordance with this directive are to be reported on pages 9x of service records and in the Daily Personnel Diary (NavPers 501).

In the future combat aircrewmen will be shown under "Special Qualifications" on personnel reports.

Expert Shots To Requalify Every 4 Years for Medals

After next 1 July, personnel may be qualified as expert riflemen, carbine expert, expert pistol shot or expert revolver shot for four-year periods only. Previously the period of qualification was indefinite. This change to para. 117, chap. 19 (revised 1946), Landing Force Manual, was announced in item 46-2128, NDB, 15 November.

Not affected were rules for the wearing of the Navy Distinguished Marksman Medal or Navy Distinguished Pistol Shot Medal. The directive does not apply to the Marine Corps.

The new ruling is as follows:

"The duration of qualification as expert rifleman, carbine expert, expert pistol shot or expert revolver shot is four (4) years. If an individual fails to requalify as expert at the end of the four (4) year period, he will cease to wear the ribbon or medal. If he fires for record during the four (4) year period and fails to requalify as expert, he will cease to wear the ribbon or medal, however, he should retain the medal in his possession in the event of future qualification as expert since only one (1) medal is ever awarded to an individual."

It was pointed out that those whose latest qualification on 1 July 1947 dates back four or more years must cease to wear the ribbons or medals until they requalify.

Regulations for small-arms firing permit an individual to fire any particular course for record just once each small-arms year.

QUIZ ANSWERS

Answers to Quiz on Page 41

1. (b)
2. (a)
3. (b)
4. (b)
5. (a)
6. (c)

14,686 Accepted for Transfer to Regulars; 7 Classes Still Open

Of 41,244 temporary USN and Reserve officers who applied for transfer to the regular Navy, 14,686 had been accepted by the selection board on 6 December, and the program still was not completed.

Still acceptable are applications for transfer from officers in seven separate categories:

- Legal Specialists.
- Medical Corps.
- Dental Corps.
- Former prisoners-of-war.
- Holders of a doctor's degree in one of 20 specialties sought for the proposed Medical Allied Science Corps.
- Those commissioned subsequent to 15 Sept 1946 and prior to 1 Jan 1947.
- Those with less than a year's commissioned service on 15 Sept 1946.

No deadline exists on applications from any of these groups except for the last two. Under this program no officers in these two categories are eligible for transfer to the regular Navy if commissioned after 31 Dec 1946. Their applications must be received by BuPers not later than 30 days after completion of six months commissioned service.

Here is a breakdown by corps of the 14,686 already accepted for transfer on 6 December:

Line-general service 4,181; line-aviation 3,838; line-EDO 976; Supply Corps 1,484; Medical Corps 382; Dental Corps 189; Civil Engineer Corps 361; Hospital Corps 253; Chaplain Corps 181; commissioned warrant and warrant officer (all branches) 2,841.

The Nurse Corps, with 781 transferees winnowed from 1,457 applicants, has all but written an end to its transfer program. Nineteen applications remain under consideration, but no more are being accepted. Of the 1,457 who applied 317 withdrew and 330 were not selected for various reasons.

Former Naval Reserves may still apply for new commissions as ensign in the regular Nurse Corps on much the same basis as other applicants from civil life.

In the Marine Corps transfer program, according to figures released in early December, a total of 2,854 officers have been accepted for commissioning in the regulars. In addition 1,031 chief warrant and warrant officers were selected. No applications have been accepted since 15 Oct 1946 with two exceptions:

- Officers with less than a year's active duty on 15 Oct 1946.
- Officers initially commissioned after 15 Oct 1946.

Many officers, due to address changes, mail delays and other reasons, have been receiving their notices of appointment after the time limit has expired. In Alnav 617-46 (NDB, 15 December) officers applying for appointment after expiration of the time limit were told to make a full statement of the circumstances. These cases are to be referred to BuPers for decision.

TRUMPET, TUBA TOOTLERS SOUGHT

The Navy is looking for musicians. Instructions for recruiting stations concerning procurement of musicians were issued in Recruiting Circ. Ltr. 20-46.

Applicants who have had no previous military service and who wish to enlist for assignment to musician duties may submit application for musical examination to any recruiting station for forwarding to the Navy School of Music, Washington, D. C., after it has been determined that applicant:

- Is a native or naturalized citizen of the United States, or a native of an insular possession of the United States.
- Is 17 and under 31 years old. If less than 21 years old applicant must have consent of parents or legal guardian for enlistment.
- Has applied for enlistment and the recruiting officer considers him qualified in character and moral standards.
- Has successfully passed the Applicant Qualification Test.

Those accepted will be provided transportation to the Navy School of Music and if they pass the examination are obligated to enlist in the Navy. Enlistment will be at the Recruiting Station, Washington, D. C.

Those failing the musical examination may enlist in the Navy for general service.

Those failing the musical examination who do not desire to enlist in the Navy for general service will be furnished transportation and subsistence from Washington, to their home.

Applicants who pass the musical examination in Washington, and who have had no previous military service will be transferred to the NavTraCen, Bainbridge, Md., for recruit training, and thence to the Receiving Station, Washington, for a course at the Navy School of Music.

Former members of the Army, Navy, Naval Reserve, Marine Corps, Marine Corps Reserve, Coast Guard or Coast Guard Reserve, who are qualified for enlistment or reenlistment in the Navy, are eligible to apply for the musical examination in the same manner as recruits and will be processed and handled in the same manner.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 590—Twenty-second in a series listing officers selected for transfer to the regular Navy (see p. 62).

No. 591—Outlines procedure for transfer to regular Navy of officers who had less than a year's commissioned service on 15 Sept 1946, and those who received initial commission prior 1 Jan 1947 (ALL HANDS, December 1946, p. 53).

No. 592—Extends potency period of certain medical supplies.

No. 593—Eighth in a series listing Reserve nurses selected for transfer to regular Navy Nurse Corps (see p. 62).

No. 594—Directs commands to designate counselors to publicize and answer questions concerning examinations for entrance into NROTC and Naval Aviation College programs (ALL HANDS, November 1946, p. 51).

No. 595—Fifteenth in a series listing officers selected for transfer to regular Marine Corps (see p. 62).

No. 596—Establishes effective date for SecNav Ltr., serial 203P517, of 22 July 1946 (which pertains to redesignation of naval aircraft squadrons).

No. 597—Calls for applications from certain officers for duty in underwater demolition teams (see p. 59).

No. 598—Twenty-third in a series listing officers selected for transfer to the regular Navy (see p. 62).

No. 599—Requests reports from activities having QFA anti-submarine warfare attack teachers.

No. 600—Cancels Alnav 480-46 (ALL HANDS, October 1946, p. 62), and sets new date for convening of postgraduate course in applied communications (see p. 55).

No. 601—Directs commands to make effort to recover blood plasma and medical supplies which may have been sold as surplus without necessary Red Cross approval (see p. 57).

No. 602—Announces disestablishment of Ordnance Publications Distribution Center, Washington, D. C. (see p. 61).

No. 603—Lists MarCorps noncommissioned officers appointed by the President to warrant rank for temporary service (see p. 53).

No. 604—Gives membership requirements for Navy Mutual Aid Association, and presents information of interest to members (see p. 56).

No. 605—States that reports required by Alnav 455-45 in the case of

MarCorps activities no longer are required.

No. 606—Revises allowance for meals for Navy and MarCorps enlisted men in a travel status, using meal tickets or emergency receipts (see p. 53).

No. 607—Announces that reports of line selection boards for temporary promotion to rear admiral were approved by the President (see p. 37).

No. 608—Announces that report of MarCorps selection board for temporary promotion to major general were approved by the President (see p. 36).

No. 609—Ninth in a series listing Reserve Nurses selected for transfer to the Regular Navy Nurse Corps (see p. 62).

No. 610—Lists MarCorps noncommissioned officers appointed by the President to warrant rank for temporary service (see p. 53).

No. 611—Twenty-fourth in a series listing officers selected for transfer to regular Navy (see p. 62).

No. 612—Designates 16 April 1947 as date for service-wide competitive examinations for advancement to pay grade 1-A, and lists eligible rates (see p. 55).

No. 613—Promotes for temporary service MarCorps second lieutenants whose number in grade on the combined lineal list of 1 Jan 1940-46 is between 4929 and 5440, inclusive.

No. 614—Directs commands to present more fully to enlisted men information concerning Naval ROTC and Naval Aviation College programs (ALL HANDS, November 1946, p. 51).

No. 615—Announces that reports of staff selection boards for temporary promotion to rear admiral have been approved by the President (see p. 38).

No. 616—Lists MarCorps noncommissioned officers appointed by the President to rank of warrant officer for temporary service (see p. 53).

No. 617—Refers to transfer of Reserve and temporary USN officers to the regular Navy under Public Law 347 (see p. 62).

No. 618—Amends certain articles of BuPers Manual in regard to travel by privately owned vehicle.

No. 619—Requests recommendations for appointment to temporary warrant officer rank in the MarCorps from current COs of suitable noncommissioned MarCorps officers serving in the first three pay grades, subject to qualifications outlined in the Alnav.

No. 620—Authorized COs to nominate applicants for Naval ROTC and Naval Aviation College programs by despatch, and to confirm by despatch nominations mailed subsequent to 1 Dec 1946 (ALL HANDS, November 1946, p. 51).

No. 621—Requests applications for the second 11-month postwar course at the Naval War College, which will begin on 1 July 1947 and end on 29 May 1948.

NavActs

No. 87—Directs commands utilizing services of Army personnel to comply with provisions of BuPers Circ. Ltr. 187-46 (NDB, 31 Aug 1946).

No. 88—Explains disbursing officers' procedure for use of new allotment authorization (SandA Form 545).

No. 89—Requests applications for 15-week course in photographic interpretation (see p. 54).

No. 90—Gives procedure for payment of pay and allowances due Dental Corps officers returned from duty with Army for release to inactive duty (see p. 57).

No. 91—Calls for applications for two-year postgraduate course in business administration (ALL HANDS, November 1946, p. 54).

No. 92—Requests applications for two-year postgraduate course in textile engineering (ALL HANDS, November 1946, p. 54).

BROADBEAM 'S NO USE



FANTAIL FORUM

QUESTION: What Is the Best Rate in the Peacetime Navy?

(Interviews on the above question were conducted at First Naval District, Boston.)



Vincent A. Rotella, GM3, Riverside, R. I.: With nothing to shoot at in peacetime, I would prefer to be a motor machinist with small craft. They get training in a good peacetime profession. The work isn't hard and is responsible.



Edward K. Doyle, Cox., Brookline, Mass.: I like the variety of a boatswain's duties. There is a satisfaction in holding the senior rate in the Navy, and you get the respect of the men. I think that all boatswains lead good lives.



Harold B. McDonald, Y1, Hamilton, Mass.: I consider a yeoman's duties th most interesting because of their diversification. I like the feeling of being behind the scenes in the government of the Navy. A yeoman learns a lot.



Robert Kinkela, HA2, Windber, Pa.: I want to be a pharmacist's mate. There is a satisfaction in helping those in need, and the experience is valuable to the prospective doctor. It also is nice to be able to tell a sick ensign he must go to bed.



Henry S. Coger, S2, Jonesboro, Ark.: A naval correspondent has the best duty. The correspondent knows and writes about the enlisted sailor. The travel required by the job means that he will get to see and know many ships and stations in the service.



Rubert S. Deyol, S2, Allston, Mass.: I would like to study radar for the training in electricity and electronics. The Navy's 10-month schooling program is an excellent start for a profession in these fields. I want to keep my mind active.



Robert A. Johnson, S1, Rockford, Ill.: I would like to be a radioman. Expert schooling and the use of expensive equipment, unattainable elsewhere, have taught me a lot—radio is a good hobby and an excellent, responsible profession.



J. A. Sobraski, WT2, Gary, Ind.: I like my rating. It's more technical than many others. The smaller divisions below decks have higher efficiency and morale. You have good working conditions and at sea there is extra pay.



Avery Richardson, S2, Montevallo, Ala.: I will strike for a boatswain's rating. I like to work in the fresh air and sunshine. Working with lines is a lot of fun. A boatswain has a position of authority and gets training in leadership.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

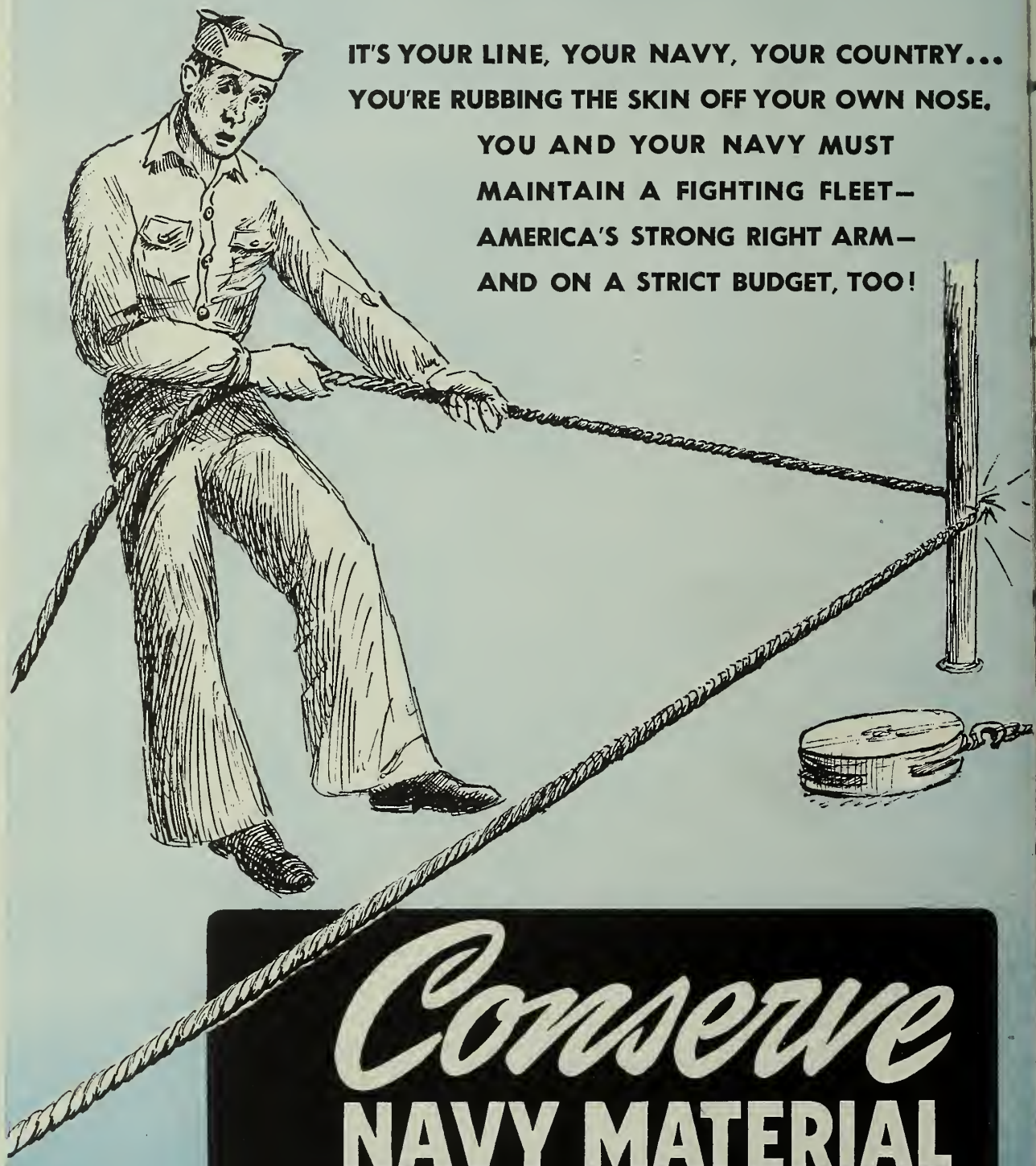
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: These men are being instructed in the use of the periscope at the Submarine Training School, New London, Conn. Note expressions of two men in left hand corner.


TAKE A LOOK

THAT'S YOUR LINE, MAC



IT'S YOUR LINE, YOUR NAVY, YOUR COUNTRY...
YOU'RE RUBBING THE SKIN OFF YOUR OWN NOSE.
YOU AND YOUR NAVY MUST
MAINTAIN A FIGHTING FLEET—
AMERICA'S STRONG RIGHT ARM—
AND ON A STRICT BUDGET, TOO!

Conserve NAVY MATERIAL

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

FEBRUARY 1947

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG





LOADING LESSON



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1947 NAVPERS-O NUMBER 360

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Instruction Productions	2
Carrier Party	6
Salvage Savvy	8
Beach Busters	13
Cosmic Ray Hunters	14
Reserve Leathernecks	16
Luzon Liberty	20
Rebel Raider	22
The Word and Navy Poll	26
Loaded for Combat	28
Letters to the Editor	30
Today's Navy	32
All-Navy Program Boosts Local Sports	40
Superspeed Snapshots	41
Decorations and Citations	42
Books: Romance of Early History	52
Bulletin Board	53
Enlisted Leave Procedure	53
Overseas Orders Changed	54
Court-Martial System Report	56
Officer Transfer Summary	58
Many Reserve Cruises Scheduled	60
Overseas Separation Instructions	62
Alnavs, NavActs in Brief	63
Broadbeam	63
Fantail Forum	64

• FRONT COVER: J. W. Park, MOMM3, of Utah, grins as he comes up from his first deep-water dive at Pearl Harbor. Crew members remove his helmet.

• AT LEFT: Members of the crew of USS Macon (CA 132) work out on the ship's 5-inch loading machine.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photagraphs unless atherwise designated.



LIGHTS, CAMERA, ACTION! In true Hollywood atmosphere, Naval Photographic Center experts shoot training film.

INSTRUCTION FILMS, INC.

Navy Peacetime Training Given Fire of Reality By Pictures Taken During World Combat, Processed By Photographic Center

ON THE BIG sound stage actors in battle attire take their places on a cruiser's bridge . . . from steel catwalks 30 feet overhead, brilliant arc lights stream down . . . the cameras whir, picturing actions of Navy men as a Jap kamikaze streaks in to attack.

A Hollywood saga of Navy warfare? Not at all. It's the sound stage of the Naval Photographic Center, Anacostia, D. C., where Navy film experts are at work producing a training film.

Blindfold a veteran Hollywood actor, lead him onto this sound stage, remove the blindfold, and he'll swear that he is on one of the film capital's sets. No major studio in Hollywood can boast of newer or finer equipment than that of the Navy's photographic center. Its sound recording facilities, background projection for process shots, and optical printing equipment cannot be excelled by any commercial organization in the world. Its film library of naval combat footage is the most complete stock library of its kind in existence.

Visitors are impressed with the photographic scope of the center. Besides processing thousands of feet of combat film which flooded in daily from all war theaters during major operations, the center produced motion pictures at a rapid rate—so rapid that it reached an impressive total during the peak year from 1 Jan 1944 to 1 Jan 1945 of 423 completed projects. These included 542,328 feet of 35 mm. cut negative, and 249,092 feet of 16 mm. cut negative.

To accomplish its vital war mission, the center at its peak of operations had approximately 800 naval personnel, of which 265 were Waves, directly and indirectly engaged in producing motion pictures. Most of these were highly specialized technicians, directors, cameramen, writers, actors, animators, cutters, sound men, musicians, electricians, set carpenters — all experts at the jobs they performed as civilians before the war with the axis.

The center produced pictures from A to Z—literally that is—from *Airborne Rockets* to *Zero Jap Fighters; Recognition of*. But it couldn't keep pace with the Navy's increasing needs. Faced with the war-born problem of training many men effectively within a very short time, the Navy found mounting need for training films. The photographic center, despite its facilities, could meet only about a third of these training requirements. The solution, of course, was to turn over the remainder of the training film program to civilian motion picture concerns to supplement the naval facilities. And it worked out very effectively. This program from December 1941 to May 1946 produced 4,883 training films and motion pictures, Marine Corps and Coast Guard productions included. Of these, approximately 2,000 were motion pictures, and the remainder film strips.

The program was big, and it is a tribute to the photographic center, plus the Naval Photographic Service's West Coast Production Office in Hollywood, that the Navy contributed a third of the total projects. For the Navy to have

carried the entire load would have been comparable to Paramount, for instance, producing all of Hollywood's output. It just couldn't be done in one studio; but cooperation between naval technicians and private studios in New York, Chicago, Detroit, Hollywood and elsewhere made a tremendous contribution to the Navy's training film program.

Training films have been an important part of the training aids program. In the beginning, emphasis necessarily was on procurement and production. The demand for film was urgent; immediate needs had to be met and every effort directed toward drawing together appropriate films available from outside sources and producing others in greatest demand. To BuShips fell responsibility for obtaining projection equipment wherever it could be found. BuPers was called upon to train projectionists in adequate numbers.

Production climbed, films came into general use, and problems of distribution and utilization became paramount. As an example, prints in general were being issued on a permanent basis to activities needing them. A temporary loan and redistribution system had to be instituted to spread the films over a wider area. BuAer and BuPers directed distribution, the former to aviation activities, the latter to other activities.

Too many instructors were having difficulty obtaining films when they needed them most. This was true, in particular, of forces afloat and advanced bases. Distribution machinery was tuned up and sources of supply moved nearer to points of demand.

It was found that many instructors misunderstood the proper use and the potentialities of training films. Some believed that the films would "teach themselves," and failed to provide the necessary additional teaching which made them most effective. Others had no faith in the films and used them only haphazardly. A healthy program of instructor indoctrination had to be instituted.



IMPORTANT PHASE of training film processing at the photo center, Anacostia, D. C., is performed by a pretty Wave, who synchronizes sound track of movie.

Need also was seen for a continuous method of evaluation of films which were available from commercial sources, and of distribution methods and use techniques, to meet day-by-day changes in our rapidly expanding Navy.

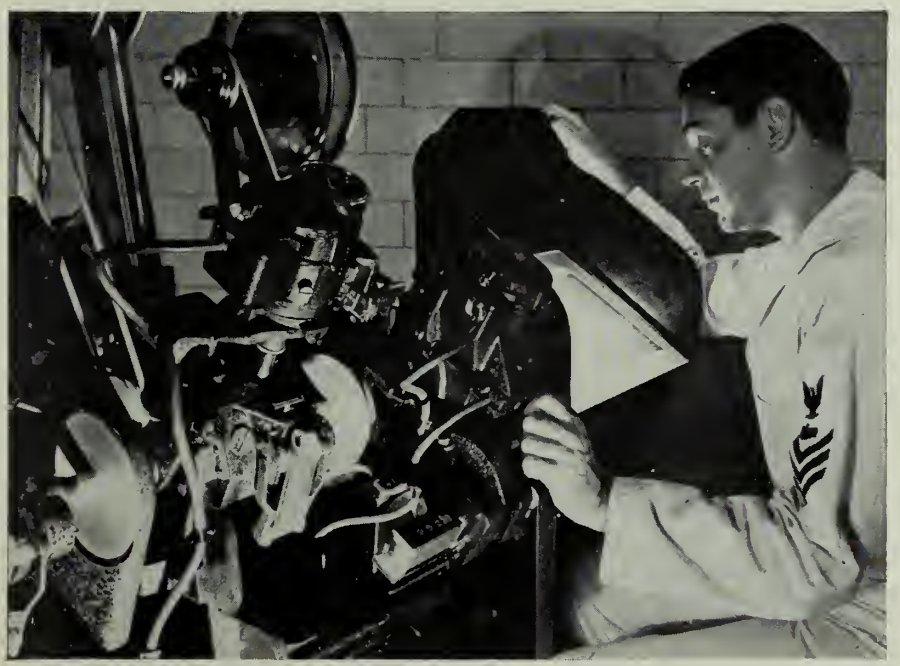
These kinks were ironed out and production—commercial and naval—neatly dovetailed. The program moved forward to take its place in the overall Navy training program, teaching the "know how" required of sailors carrying the war to the enemy on all fronts.

At war's end, Fleet Admiral Ernest J. King issued a memorandum which stated that "during the past five years visual aids, particularly motion and still pictures, have proved highly effective; it is expected, therefore, that full use of visual aids will be made in the training of personnel, afloat and ashore, in the postwar period."

A survey taken among the Navy's bureaus resulted in requests for 275 films for the fiscal year 1947, or about half the wartime peak of production. Indications for 1948 are that an even larger number of films will be requested because, in addition to new ones, many of those now in use will need revision or replacement.

Facilities of the Naval Photographic Service, particularly the photographic center and field functions of naval air stations, will continue to be used wherever possible in producing training films in the postwar era. However, it will still be necessary to supplement these with commercial motion picture studios—the Navy demand is that big. Which bears out just how well the service as a whole has taken to this "new fangled" teaching method.

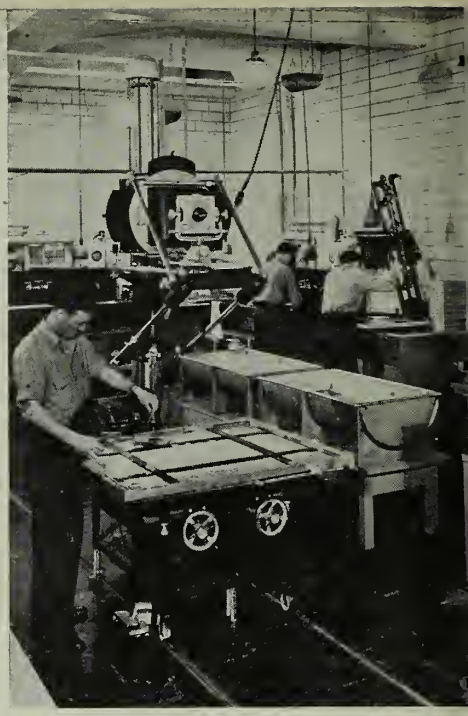
As in every other activity in the Navy, the specter of personnel reduction looms above the training film program, and has caused many problems in production. A year ago, there were about 750 training film projects underway, with about 89 naval officers assigned duties as project supervisors to expedite completion of them. Today, there are roughly 875 requests on the books, with a personnel of only 12 project supervisors to carry the load



PHOTOGRAPHER'S MATE edits the films, using equipment which rivals finest found in Hollywood's studios. Movies make vital contribution to Navy training.



TREMENDOUS SCOPE of center provides the facilities for all types of photography and processing. The technician is engaged in photomicrographic work.



WHAT GOES ON in the darkroom when big print processing room. Technicians at

of coordinating and completing these.

Requests for training films now are addressed to the senior member of the Navy Film Production Board of Review (who is the Chief, Naval Photographic Service). This board has the responsibility of approving or disapproving requests in order to maintain a policy of confining film production to an essential minimum. It also establishes production priorities on all approved projects.

Economy in naval training is apparent when it is realized that a large number of requests received by the board contain statements and examples showing that training films can provide efficient instruction where no trained instructors are available, and further indicating that through the use of visual aids, students learn more in less time, and remember their lessons longer.

A significant example of the wartime use of training films is given in a letter received from the Commander, Motor Torpedo Boat Squadrons, Philippine Sea Frontier, by BuShips.

It seems that BuShips had requested information about the use and effectiveness of a training film program for upkeep and overhaul of Packard marine engines. The reply more than justified the expense and preparation of the film:

When two warrant machinists reached Milne Bay on 1 Apr 1944, each with a complete set of the Packard engine program, about 15 Packard engines were being overhauled each month, with approximately 25 per cent rejects (engines to be reprocessed because of poor workmanship). A few week after the program was put to use, production began to increase until about 100 engines a month were overhauled, with a negligible percentage of rejects.

The program was then instituted at a base under command of the Commander, Motor Torpedo Boat Squadrons, Seventh Fleet, where a pressing need existed for trained personnel as replacements for nearly 200 operating PT Boats. Use of the films, combined with instruction and review lectures and refresher courses, was so successful that the training activity was recognized by Commander, Operational Training Command, Seventh Fleet, as one of the most outstanding in the southwest Pacific.

Big Battles Filmed

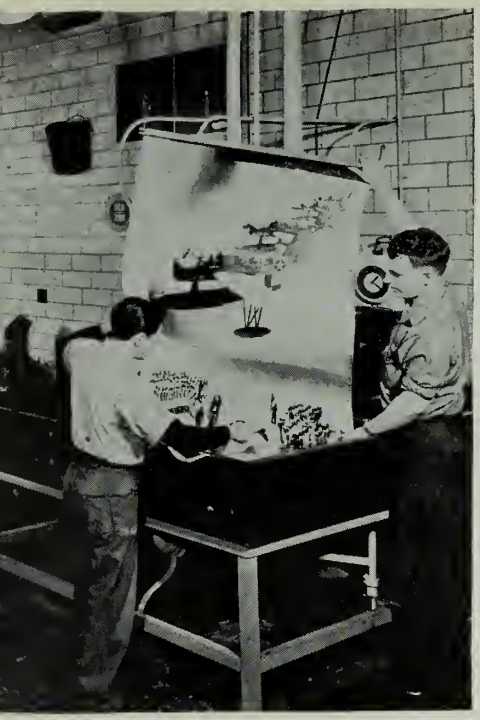
Analyses of current requests show that more films of a scientific nature are needed, to familiarize personnel with modern devices being installed increasingly aboard ship. A series has been requested in shipboard organization, as part of a general fleet training program, while another entitled, *For Which We Stand*, will attempt to dramatize decency and the overall values which underly the American way of life. This latter series will attempt to interpret and explain the various influences which mold the character and behavior pattern of the individual, and seek to inspire the audience to a more consistent allegiance to decency and morality, defined from the broadest point of view.

Speaking of scientific films, a momentous color film, *Operations Crossroads*, recently was produced during a record 24-day period by highly skilled personnel of the Naval Photographic Service. A bang-up job, the film employs color to present a realistic, breathtaking view of the Able and Baker blasts from varied positions of vantage.

This documentary film was produced by the Training Film and Motion Picture Production section and the Naval Photographic Center from film exposed by an array of Army and Navy photographers at Bikini, at the request of Commander Joint Task Force 1.

In addition to producing the CROSSROADS movie, the photographic center processed a good portion of pictures of the Able-Day blast, and all black and white pictures of the Baker-Day explosion. The center has new film vaults where all Navy film taken in World War II is stored. These vaults are temperature-humidity controlled, and are safety sealed.

A significant trend is shown in requests by the Naval Academy for films on combat photography and other phases of photographic use, which will point out to the neophyte officer



the lights go out is depicted here in the right are inspecting the finished product.



STUDENT CAMERAMEN are instructed in the use of movie camera employed by the Navy to produce films which play an important role in training program.

the scientific and informative value of photography. Also in production at present is a series dealing with tactics of the major naval battles of the war. Included will be films concerned specifically with such engagements as Coral Sea, Midway, Savo Island, Santa Cruz and Eastern Solomons. The battles will be re-enacted with models, and tactics evaluated in the light of full information and present doctrines.

New requests indicate a decided swing toward motion pictures rather than slide films. A few years ago, requests predominated for slides, but future orders are expected to run about 90 per cent movies. More films in the future will be produced in 16 mm. rather than 35 mm. size, due to the changeover to 16 mm. projectors throughout the Fleet and at shore stations. This makes possible a greater variety of color films, since the Kodachrome process has developed to the stage where most pictures can be taken in color almost as easily as in black and white. In addition, it is much less costly, and the matter of duplicate prints is considerably more simple in 16 mm. rather than 35 mm.

Approximately 600 Navy films are being translated into Spanish and Portuguese for use of the navies of the other American Republics as part of the President's Inter-American Security Program. Eight officers from various Latin-American countries are assisting as translators and technical advisers on this project.

Another special utilization of training films is a program for the Organized Reserve. In this, films will be used extensively for direct training and for informational purposes in order to keep personnel of the Reserve up to date on new developments in the modern Navy.

In line with economy measures being practiced throughout the naval establishment, a plan has been worked out for the greatest possible use of training films. BuPers and BuAer plan to distribute prints of all training films and other motion pictures produced in the future, as well as redistribute those required which were made during the war. Such distribution will be for training activities designated by BuPers and by Aviation Training.

Distribution Planned

Also, films will be distributed to recruiting activities as designated by BuPers' Recruiting and Induction Section. Further, films of public interest will be sent to naval district public information officers on request of the Public Information Motion Picture Section, EXOS. Finally, films will be distributed to district training aids libraries and aviation film libraries for further dissemination to training units.

As films are released by U. S. Navy Office of Public Information to requesting bureaus for civilian public use, printing rights will be granted to the U.S. Office of Education, which will arrange distribution to educational institutions, civic organizations and interested groups through their contract distributor.

When the Navy's films have served their purpose and are no longer of value to the naval service—because of age or discontinuance of a training program—they will be declared surplus. They will be disposed of by the Photographic and Optical Branch, Consumer Goods Division, War Assets Administration, Washington 25, D. C.

The interest of American educators and civic groups in the Navy's training films is the finest tribute which can be given this vital educational program. At the close of the war, these civilian leaders, aware of the Navy's advance in the use of training films, requested permission to use the films as visual aids in future civilian training. Nearly 4,000 Navy films were examined by educators and the result was the release by the Navy Department of more than 700 training films and film strips for general use through the U. S. Office of Education.

These films are considered by educators to be one of the outstanding wartime achievements in audio-visual education, being technically accurate, professionally produced and educationally sound. Their use in training during World War II speeded and improved instruction, and increased production.

CARRIER PARTY

HANGAR HOP or Swing and Sway the Navy Way. About 2,200 people danced on gay flag-festooned hangar deck.

CHECKING HAT and child, Coxswain Cook and wife prepare for big evening on board USS Midway.







CORSAGES for the ladies, good food and fun for all, were featured at the Midway's first dance for all hands.

USS MIDWAY was host to more than 2,000 guests at a dance for all hands off Norfolk, Va. The ship's crew turned to, decorated three hangar bays, set out three long tables and covered them with food, invited guests from as far as Detroit to share with them the pleasures of a party aboard one of the world's largest warships. One of the most popular sections of the ship was Hangar Bay 4, in which was located a large model of the Midway. Hundreds of visitors, many of whom were aboard for the first time, inspected the model.



U.S.O. troupe guest gets acquainted with two of her hosts.





JITTERBUG CONTEST winners were W. D. Fowlkes, BUG 2, and wife (right). A couple enjoy food and talk (left).

SALVAGE



DELICATE MOMENT as huge anchor of USS Pittsburgh comes out of the sea after being removed from damaged bow, torn from cruiser during a Pacific typhoon.



HOSES from gun barrels, above, are pumping water from Pennsylvania's flooded compartments. Below, Oklahoma rises again, salvaged after Pearl Harbor sinking.



SIXTY PICKED enlisted men and 12 officers, with all the gear to form a school to teach them salvage work, waited in San Francisco while the officer who was to head the school supervised its establishment at Pearl Harbor.

The school was formed; but it was formed by the Japs rather than the U. S. Navy. The day was 7 Dec 1941.

The officer-in-charge—one of two salvage-experienced officers then in the Navy—arrived at Pearl on the sixth; on the eighth his school was prepared, lying, ready for his work, at the bottom of the harbor.

The smoldering wrecks of the *Nevada,* the *California,* the *West Virginia,* the *Shaw* and the YFD-2; and the sunken hulks of the *Oklahoma,* the *Arizona,* the *Utah,* the *Cassin* and the *Downes* provided as good a ready-made source of salvage experience as he could have asked.

Shortly after the attack the waiting class was sent from San Diego by air to Pearl, and the Navy's first big wartime salvage operation got under way immediately.

The success of the new school was proved when, in less than seven months, all the ships that were immediately salvageable had been refloated and returned to service, and all essential gear had been rescued from the ships less easy to recover.

In the meantime, acting with a speed that came from a study of British experience early in the war, the Navy had signed contracts with the only American salvage company then qualified for the job, to take over the company's bases, equipment and personnel as a nucleus for a Naval Salvage Service that was soon to conduct operations in all the inland and coastal waters of the United States, the Caribbean and Alaska.

The British, whose peacetime salvage work had been done exclusively by German and Dutch companies, had lost thousands of tons of shipping after the start of the war through lack of men and equipment to repair or to salvage ships hit by bombs or torpedoes. The Navy had studied the British experience and techniques and had initiated the Pearl Harbor school as the first step toward avoiding repetition of their losses.

Now, with the Pearl Harbor salvage class working in dead earnest and because of the war which had burst about our heads, the experienced men of the commercial company were split

Naval Salvage Service Saved the Nation Millions Of Dollars by Recovering Sunken Ships—And This Was Only Part of the Job

SAVVY

into skeleton crews as fast as suitable ships became available. They were sent out with inexperienced complements of Navy men, to whom they taught the work as they did it.

Neither the finding of suitable ships nor the training of their crews was an easy task.

For salvage operations a ship must be small and handy so she may do close work in shoal and dangerous waters; she must be powerful enough to tow much larger, disabled vessels; she must be fast enough to reach quickly the scene of trouble and she must carry enough equipment to pump out a sunken ship, to force compressed air into a holed ship, or to make first aid repairs to all damages the chances of war can bring.

Personnel for salvage work, like their ships, must be versatile. Because the ships are small and because they are necessarily superfluous to the normal complement, salvage crews never exceed 20 men, all of whom must be carpenters, metal workers, construction experts, divers or divers' tenders, plus a multitude of other things.

As an illustration of the old saw that it's an ill wind that blows nobody good, the sinking of the liner *Normandie* at Pier 88 in New York, early in 1942, came as another ready-made opportunity to conduct supervised salvage operations under conditions ideal for training.

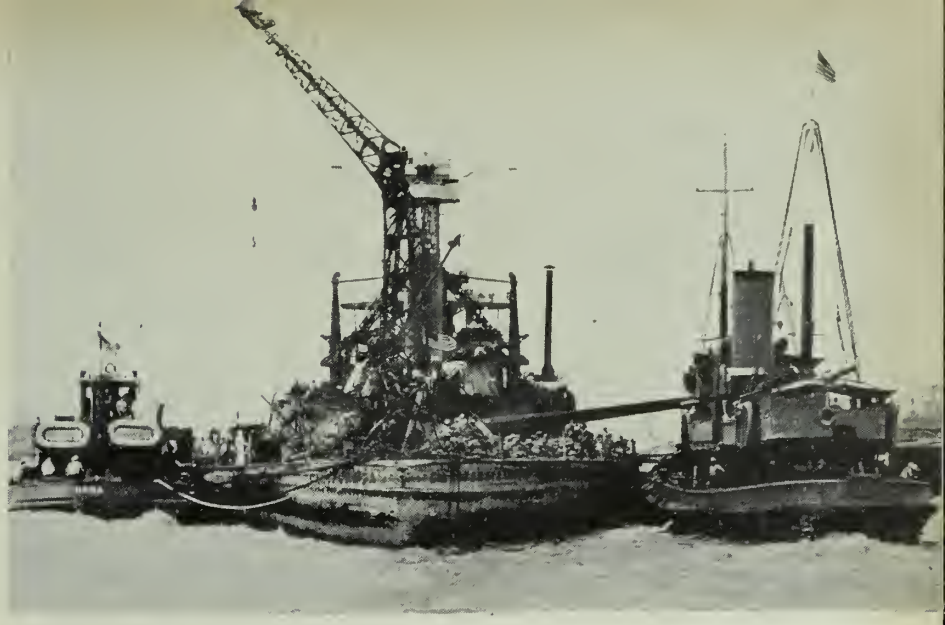
The students learned by doing actual salvage supervised by a few experienced men. The result was the training of more than 2,500 divers who were used to salvage ships and cargoes of the United States and its allies all over the world and who were used to clear the blocked ports of Europe and Asia. The value of the ships and cargoes salvaged during the war by U. S. Navy facilities exceeds two billion dollars.

While ship salvage was the initial purpose of the salvage groups, harbor clearance immediately behind the armies formed a large part of their actual work and kept the men of the service almost continually under enemy fire.

Toward the end of the North African campaign, for instance, it was decided that a ship channel would need to be cleared at Bizerte before plans could be completed for the Sicilian invasion, and Army officers wanted a time set for the clearing.

The channel was important because the Lake of Bizerte, separated from the Mediterranean by a narrow arm of water, was the only place in the vicinity suitable for a staging area for the landing ships to be used in the invasion, and was to be the staging area closest to Sicily.

At the time of the Army's request, Bizerte was still in enemy hands, the Germans hadn't started their demolitions in the channel, and we knew very little of the area generally.



CALIFORNIA FLOATS again. The old battlewagon became one of the Salvage Service's first "classrooms," where the salvage men learned their lessons well

Setting a time limit for clearing the channel was impossible, but reconnaissance revealed a likelihood that the Germans would sink a number of ships in position to block the channel entirely.

As it turned out, 26 ships were sunk in the critical channel—and to salvage them all by normal methods of repair, raising and towing was a job estimated to take about a year and a half.

The invasion couldn't wait that long, so French officers were called into conference and the geology of the area was determined, as well as local current and tidal data. Then a location with similar characteristics, the Lyatay River mouth, was selected and divers were sent there to practice a new technique on two old wrecks.

Preliminary plans and practice completed, the salvage crews and their equipment were sent to Philippeville to wait until Bizerte was cleaned out.

The wait was not long and soon all hands and their gear were loaded into trucks for the drive into Bizerte — where they arrived before the Army! Luckily the first persons they saw in the town were friendly Frenchmen who told them the Germans still held it and who showed them a place to hide until the occupation was complete.

Careful preparations paid off and, in May, 1943, a path was cleared



SUNKEN SUB, ships block channel at Bizerte. These important waters were cleared by demolitions which sank whole ships beneath channel's sandy floor.



WRECKAGE AND RUIN left at Ferryville, Algiers, had to be cleared by salvage crews so docks and nearby areas could be used for unloading vital supplies.

through the sunken ships by carefully planned demolitions that sank whole ships completely under the sand floor of the channel. The job took just 16 days.

Actually, the unorthodox channel clearing at Bizerte was an outgrowth of an earlier experience in the Cape Cod ship canal in Massachusetts, which Commodore W. A. Sullivan, USN, head of the Naval Salvage Service, calls "our biggest gamble."

In May of 1942, with the submarine blockade at its peak in the North Atlantic and the United States so short of destroyers and all other warships that convoys could be provided only from Massachusetts Bay across to England, ships were leaving New York and sneaking singly up to Boston in the shelter of Long Island and the Cape Cod canal. Convoys formed at Boston.

Then, through a combination of bad luck and poor seamanship, a damaged freighter was sunk diagonally across the canal, completely blocking it and so diverting the swift currents that highways on both banks were washed out and the railroad on one bank was endangered.

The situation was desperate. Blocking of the canal meant that ships must proceed alone around to seaward of the Cape, exposing themselves to the submarines before convoys could be formed. The freighter had sunk in such a position that normal methods of salvage probably would have required more than a year.

At this point Salvage Service was called in. The estimate of the situation showed that the ship lay in a four-knot tidal current which was amplified by the damming effect of the wreck, that there were only 10 minutes of slack water between tides, and that the currents were reversed with every tide change. Normal diving and demolition operations were almost impossible in such short periods and heavy currents, but geologic studies of the area suggested there might be a deep strata of sand below the canal bed.

Though no attempt of its kind had ever been made before, explosives were ordered placed beneath the ship at every slack water period, to be detonated while the tides were running so the current would sweep away loose sand. A low grade explosive was chosen to give a greater effect of pressure waves in the sand.

And in 16 days the ship had been blasted and washed to a depth of two to three feet below the level of the canal's bed.

"We just let the current do the work," a report of the operations said.

German demolitions throughout the Mediterranean, Salvage Service found, were generally very thorough but of an unexpectedly low order of effectiveness.

An example of this quality was at Naples harbor, which we needed quickly to unload supplies for the critical Salerno area.

There, even the prewar facilities were inadequate for our purposes. But the Germans had carefully demolished slum sections along one side of the harbor so that our bulldozers pushed through roads from the docks in a few hours where it would previously have taken that long to decide whether to damage the civilian property. The Germans had also destroyed tools and buildings on the docks — tools and buildings we didn't need, traded for dock space we did. And, finally, they carefully destroyed the caisson in one of the two drydocks but left a replacement floating in the harbor. The drydock was in operation in a few hours.

Salvage, firefighting and harbor clearance work in the Mediterranean were undertaken by an Allied Salvage Force commanded by an American naval officer, with a British naval captain as second in command. The largest individual group in the force was of U. S. Navy personnel, but British, Canadian and New Zealand naval personnel, U. S. and British army, British marines, and British, French and Italian civilians were at various times important parts of the organization.

The U. S. Army furnished uniforms to the combined force whenever possible, while the U. S. Navy furnished food and the British supplied certain rations not ordinarily drawn in our Navy.

The task units created for accomplishing specific tasks were organized by choosing officers and men with particular qualifications, without regard to nationality. Consequently, units were created with British and American and Army and Navy personnel shuffled together in the most efficient teams. So great was the enthusiasm of all hands for the work that there was never any difficulty between services or nationalities, and disciplinary problems were non-existent.

The work of the salvage groups in Europe and the Mediterranean was ceaseless, following the tides of battle or repairing and re-repairing air raid damage. In the harbor of Bougie, for example, the British salvaged the same destroyer three times. The harbor was under almost continual air attack and each time the destroyer was raised the Germans would sink it the following day. The ship was beginning to have a reputation as an elevator before the operations were over. There was no breathing spell for

PERMANENT IMPROVEMENT, the Salvage demolitions at Cherbourg. Ship was left



salvage crews. Sometimes two or three operations were going on ahead before one job was complete.

Despite the pressure, every job undertaken was finished with Palermo as the notable exception. There, the salvage crews were coming along fine with the job and within sight of the end when they woke up one morning to find the Army gone. There didn't seem to be much point in finishing a job to provide unloading space for a campaign that was already over.

No single job the service accomplished is remembered as "toughest," because each job was unique.

In Casablanca harbor, for instance, the immediate problem was to raise the French liner *Savoy*, which had been sunk by Allied pre-invasion bombardment. The space in which she lay was needed to provide unloading space for Army supplies.

The Allied task force, with the French battleship *Jean Bart* at anchor in the harbor, had used armor-piercing projectiles in the bombardment. The projectiles sliced through the unarmored merchant and other ships in the harbor and exploded only when they hit the rocky bottom, blasting shattered rock in all directions. As a result, the salvage of the *Savoy* called for the placing of about 1500 underwater patches on her hull. Every time the crews tried to raise her they found a few hundred more holes.

An unusual problem encountered by the salvage groups was that at Rouen, France, where fleeing German armies had tried to cross the river and harbor in barges under heavy air attack. There it was necessary to remove from the waters thousands of trucks and cars the aerial bombs had blown from the docks and barges.

Still another difficult task was the job in the Sicilian harbor where three ammunition ships loaded with land mines had been sunk. Thousands of the undetonated mines, their buoyancy little more than neutral, were washed by tidal currents along the bottom until they were packed into sandbanks filled with death.

Everything went fine until something unknown happened to one of those sandbanks—then the whole harbor blew up.

In Ferryville, another North African staging area, the salvage crews found the remains of an Italian ammunition ship which had been in the harbor during an Allied air attack. The ship had been fully loaded forward with TNT, and aft with small arms ammunition and a stock of medals.

Hit forward by an aerial bomb, the bow of the ship had disintegrated and the force of the explosion had blown the stern across the harbor to block entrance to the drydocks. The old wreck of a French ship which had long been in the harbor was blown entirely out of the water by the same explosion and lay on top of the loading docks.

The comic relief in that situation came when the crews discovered the stock of medals in the former ammunition ship. Struck by the Axis as a North African victory medal, they optimistically showed a German and an Italian soldier prying open the jaws of a crocodile (symbolizing the forcing of the Suez canal) with the pyramids prominent in the background. All hands were well supplied with souvenirs.

Another case when the divers and salvage crews had their share of souvenirs came later, in the Pacific, when they took the job of retrieving silver pesos dumped into Manila Bay before the Japanese occupation (ALL HANDS, December, 1946, p. 8). The retrieved coins were counted carefully by Army personnel and all divers searched after every dive, to prevent the acquisition of souvenirs—and morale was dropping when a group of newspaper writers approached the officer in charge and asked permission to write the story of part of the recovery operation.

Knowing that the Manila banks were offering the recovered pesos at their par value of 50 cents, the officer okayed the deal on condition that the interested newspapers take a collection to get pesos as souvenirs for the crews. Both sides were well satisfied with the arrangement.

The Japanese were very competent with their demolition work in Manila, and made far more trouble for the salvage service than was encountered any place in Europe.

In Manila Bay, for example, the Japs blocked the entrance by sinking four ships, and they so placed them and loaded them that their removal was a most difficult job.

Part of the reason for this Jap efficiency, salvage men explained, was that the Japs sank their ships with the crews still aboard. In normal scuttling operations the ship is anchored in place, the crew is removed and the seacocks opened or the bottom holed, leaving time for the unmanned ships to drift slightly out of place with the tides or currents. In the Jap system the crews remained aboard and held the ships in position while the magazines were blown up.

Another trouble encountered in Manila was that the Japs could never be counted on to stay out of a place once it was supposed to be cleared. They would swim out at night, climb aboard the partially raised hulks, and wait until morning for a little sniping.

On one occasion, when our troops had reached the north bank of the



DESPITE SUNKEN ships in Naples Harbor, salvage men termed German demolitions here as "amateur." Their destructions in this area actually aided our efforts.

Service labeled this example of German in place because it protected backwater.





DOCKSIDE RUINS in Naples had to be cleared before supply lines could operate efficiently. Salvage Service, closely following the conquerors, did the work.

Pasig river, the Army wanted North Harbor opened for ship unloadings to shorten supply lines. Salvage Service was called on for the job and a Navy officer, an Army colonel and a few workers went on an inspection trip. After inspecting one dock they left two workers to begin clearing and started for the next, only to hear rifle fire behind them.

When they looked around, both workers had been killed by Japs who were lined up on the breakwater in "cleared" territory. Artillery couldn't reach the Japs who simply slid down behind the breakwater for protection from the shell bursts. Machine gun fire pinned them down to their position while a hurried call brought a Navy PT boat to sweep the offshore side of the structure with its machine gun. The procedure had to be repeated three days before the Japs were convinced.

Meanwhile, harbor clearance work continued. Of an estimated 750 vessels of all types sunk in the harbor, salvage crews raised, moved or demolished over 400 to make the harbor safe for operations.

One of the interesting harbor clearance jobs given to the Salvage Service was at Le Havre, France. There, due to the extreme high tides, the harbor was formed of a number of wet "bassins," each capable of taking a number of ships for loading or unloading, separated from the open sea by large double locks made with huge swinging steel doors. Each lock had an "emergency" set of doors.

Unloading facilities were urgently needed to supply an army then attempting to crush the Germans before they could retreat across the Rhine.

It had been supposed that the job of restoring the locks at Le Havre would require too much time, and plans were to use the port only for such supplies as could be landed by barges from ships moored in the outer harbor.

However, the first survey of the port showed the damage not as bad as had been estimated. About half of the gates had been damaged by blowing off the hinges. These gates were generally in good condition. The remaining gates had been badly damaged by explosives placed against them, but their hinges were unhurt. In a comparatively short time, salvage removed the badly wrecked gates and hung the undamaged ones on the good hinges. The fact that each set of locks had its spare set of gates provided enough gates for all the "bassins."

Another interesting harbor clearance job came at Cherbourg, where Intelligence officers arriving with the combat troops found the complete German chart for all demolitions and sinkings in the harbor, with exact distances, depths and extent of planned damage indicated.

The demolition was a very poorly planned job, salvage officers said in reviewing the job.

As an example they cite the fact that only a single ship blocked the main entrance to the Arsenal Bassin, while three others blocked the subbasin entrances and 49 assorted vessels had been sunk in various positions inside. There was some trouble for the crews in fighting the 20 to 25-foot tides and mines, but once the main blockading ship had been moved these same tides helped clear all three subbasin entrances within 12 hours, salvage officers said.

At one spot in the harbor, a ship sunk by the Germans was left in place as a permanent harbor improvement. Sunk partially across the channel from the main breakwater to the inner harbor, it had changed the tidal current and shifted the navigable channel to a better position while adding the protection of an inner breakwater to the harbor.

So the salvage crews followed the trend of the war through Africa, Europe and the Pacific, expediting the work of the armies and supporting the amphibious invasions by their swift, efficient clearance of captured harbors and by their competent, fast repair and rescue of battle-damaged ships.

"It was a tremendous job," Commodore Sullivan says, "but we had a wonderful gang to do it."



DIVERS FROM New Caledonia Salvage School learned by experience while recovering cargo from SS Elihu Thompson. The ship was soon back at work.

BEACH BUSTERS

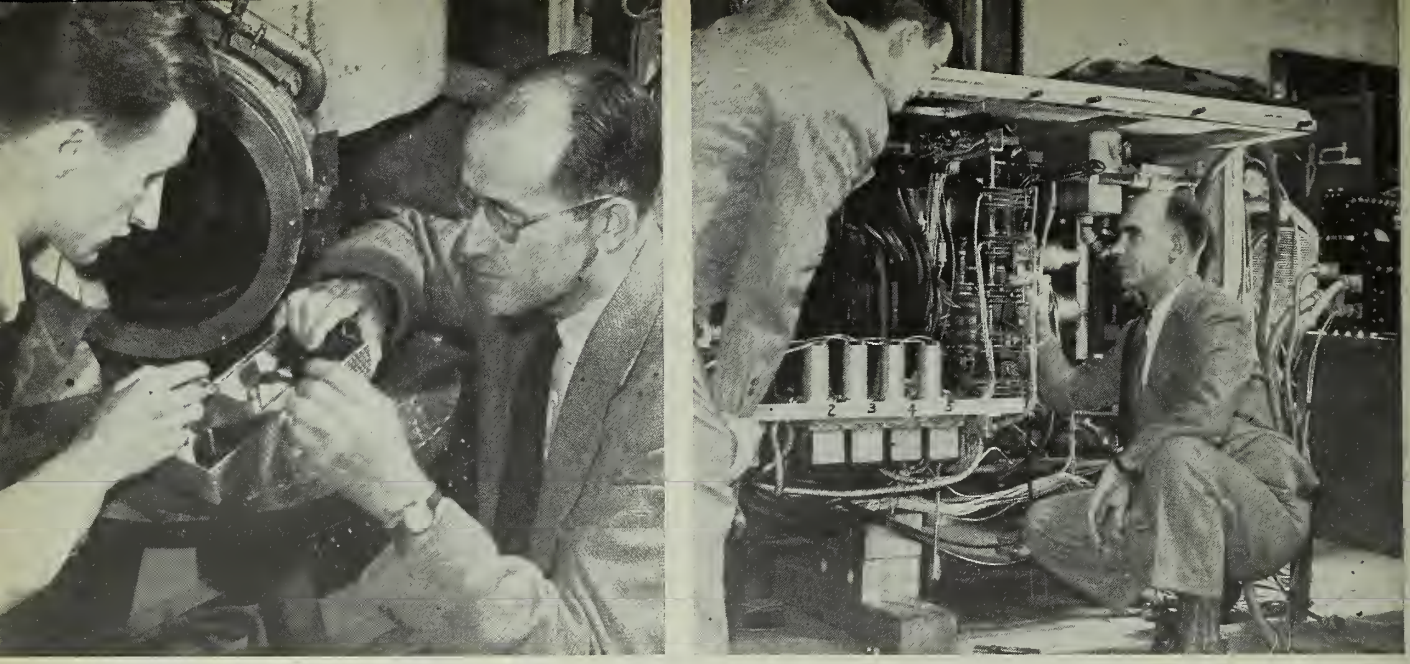


STRIKING POWER of the Navy and Army was tested in amphibious maneuvers off the Southern California coast when 20,000 men poured ashore from 60 troopships and landing craft. Fifth Fleet guns battered "enemy" installations. More than 500 planes roared overhead. Soldiers of the Second Infantry Division, veteran of European campaigns, were landed. The crucial moment, when the men first go ashore, is shown above. Right: Closeup of a landing craft discharging heavy equipment. Below, left: Infantrymen wet their feet in dash for shore. Below, right: Underwater demolition team rides the surf to set explosives to blast beach obstacles.









AUTOMATIC CAMERA (left) and magnet-cloud-chamber (right) get final tests before soaring above the Mojave Desert.

COSMIC RAY HUNTERS

THE CONQUEST of atomic energy has found some of the world's leading physicists riding B-29s high above a California desert, 30,000 to 40,000 feet up where the cosmic rays are thick and strong. It's a project of the Office of Naval Research, using AAF planes and crews based at the Naval Ordnance Test Station, Inyokern, Calif.

Cosmic rays are the world's most intense atom-smashers, and scientists hope that an unprecedented study of them may result in increased knowledge of the nuclear forces which may be harnessed to mankind's service.

Physicists have been on the trail of the cosmic ray before. But it never has been produced artificially and can be observed at its best only at altitudes high above the earth. Tremendous efforts were expended in moving laboratories up to mountain peaks, 15,000 to 20,000 feet high, and arduous labors were performed in recording the behavior of cosmic rays at those levels. Now, with the high altitude heavy bomber, the physicist has a device which can move his air-conditioned laboratory from sea level to high altitude in less than an hour, fly him around upstairs nearly all day, if he wants to stay up that long, and bring him down again for supper, a considerable improvement over life on a windswept mountain top.

Evidence already has been found which greatly increased scientists' estimates of the energy of cosmic rays. Cosmic ray particles have been observed with energies of one million billion (1,000,000,000,000,000) electron volts — about 50,000,000 times the energy released in particles by the atomic bomb explosions.

The AAF assigned three B-29s and their crews to the naval research program. Planes and airmen are veterans of wartime high altitude missions. The Superforts were stripped for their new task, combat weights were removed to make room for scientific instruments, and drag was reduced by removal of turrets, guns and other impedimenta which formerly poked out into the slipstream.

You can't see a cosmic ray; you can't feel it. It has no manifestation that can be discerned ordinarily. That makes it quite a trick to study, with or without a B-29. Specialized instruments of various sorts are required to enable the scientist to observe the cosmic ray.

One useful device is the cloud chamber, several varieties of which are carried in the bomb bays of the Superforts over the Mojave Desert. At its simplest, a cloud chamber is just an enclosed space filled with air. The air is saturated with water vapor close to the condensation point, like air in which a cloud or fog is about to form, like air which causes you to remark, "Isn't the humidity awful." Into such a chamber a cosmic ray may flash, if you lift the chamber up to where the

TO 100,000 FEET BY BALLOONS

Clusters of balloons designed to lift a gondola of scientific instruments and two observers to an altitude of 100,000 feet will be employed by the Navy this year in its explorations of the atmosphere. The Office of Naval Research has entered into a contract for construction of the balloons, and for the services of Dr. Jean Piccard, noted aeronaut.

One hundred balloons, each 57 feet in diameter, will support the 400-pound aluminum gondola, its equipment, Dr. Piccard and a Navy pilot not yet named. It's all part of the Navy's program of high altitude research in chemistry and physics.

If successful, the cluster balloons would erase the previous high-altitude record set in 1935 by Capt. Albert W. Stevens and Capt. Orvil A. Anderson of the Army, who hold the distinction of having ascended higher than any other humans—72,395 feet. Use of clusters of balloons, Dr. Piccard believes, gives greater control and eliminates inflation hazards as the higher, rarefied regions are reached. It is planned that the "skyhook" laboratory will be held at an altitude of 100,000 feet for hours, while controlled scientific measurements are made, something impossible in unmanned balloons and rockets streaking at mile-a-second speeds.

Dr. Piccard has been experimenting since 1937 with cluster balloons, and has made successful ascents to comparatively low altitudes.

The Navy-sponsored ascent is planned in mid-June from NAS, Ottumwa, Iowa. It will be Dr. Jean Piccard's first trip to the stratosphere since 1934 when he and his pilot wife, Jeannette, ascended to 57,979 feet. Dr. Piccard is twin brother of the noted August Piccard, who made the first stratosphere ascent—51,795 feet in 1931 in Bavaria.

rays are strong. The cosmic ray leaves behind it a path of disturbed atoms each with an electrical charge. Because of their electrical charge the atoms act as condensation points, just as do dust particles in the atmosphere. An automatic device, at this point, expands the cloud chamber slightly, and that, our high school physics teacher told us, cools the air just a bit. The water vapor promptly condenses like rain and each electrically charged particle becomes the center of a droplet of water. Instantly, a camera photographs the event, recording it permanently for later study.

With the aid of such a cloud chamber, Dr. Carl D. Anderson, professor of physics at California Institute of Technology, discovered the particle of matter he called the "positron," for which he was awarded the Nobel Prize in 1936. The same cloud chamber used in those early experiments, with added equipment for remote control and low temperature operation, is being used by Dr. Anderson and his associates in one of the B-29s at Inyokern.

Three more cloud chambers were installed in the planes for the use of Dr. Robert B. Brode, professor of physics at the University of California, and a group of physicists from that institution. These chambers are of specialized types and sizes for recording different kinds of data. One is an 8-inch cloud chamber in a magnetic field, and there is a 6-inch chamber with three lead plates and a 12-inch chamber with six plates.

Cameras designed for the chambers take pictures at the rate of about one per minute. With flights lasting an average of five hours per day and with four cloud chambers in operation, physicists hope to be taking some 1,200 pictures per day in recording the elusive cosmic ray.

Dr. Brode is in search of information about mesotrons. Mesotrons are a mystery; their origin and fate unknown. Cosmic rays are the only certain source of mesotrons at present, which explains why Dr. Brode is riding the B-29s. Knowledge of the formation of mesotrons is thought by physicists to be essential to better understanding of the potentialities of nuclear energy. While man has thus far been unable to produce mesotrons in the laboratory, there is a possibility that the high altitude investigations may result in data which can be used in construction of high energy accelerators to produce mesotrons, projects which are under way in a number of laboratories.

Low temperatures encountered at high altitude posed a problem to the physicists. Scientific instruments must be maintained at constant temperature to perform accurately. The instruments are mounted in the B-29s in thermostatically controlled housings throughout flight, are remote-controlled as necessary, and are transferred on the ground to control chambers for adjustment and study. Exposed equipment in the bomb bays must operate at temperatures as low as 40 degrees below zero and must be lubricated with low temperature greases. Many of the problems of low temperature, high altitude operation were, of course, solved in operational wartime missions.

It was pointed out that the research program is affording opportunity for the training of graduate students. Many of the assistants to the top-ranking physicists are graduate students.

The scientists expect that most of the photographic records they obtain will support already-known facts, but they hope that with the great volume of experiment something new will turn up. The U. S. Fleet, one of the world's largest consumers of power, is understandably interested in any new knowledge which may be uncovered, pointing to a new source of energy.

Cosmic ray investigations are but one phase of upper atmosphere research sponsored by the Office of Naval Research. The upper atmosphere program includes also spectroscopic measurement, infrared measurement, studies in photometry and sky brightness, meteorology, coronagraphic recordings, terrestrial magnetism and electricity, and atmospheric composition. Leading universities are cooperating in the Navy research program, including the Universities of Chicago, Colorado and California; Harvard, Yale and Johns Hopkins Universities, and Massachusetts, Carnegie and California Institutes of Technology.

Crews of the three B-29 research planes probably will find their scientific missions tame in comparison with the high altitude flights they made during World War II. But the upper atmosphere provides the battleground for an assault against the cosmic ray, a peacetime battle which may enable scientists to better understand the mysteries of nuclear forces so that they may be harnessed for the service of mankind.

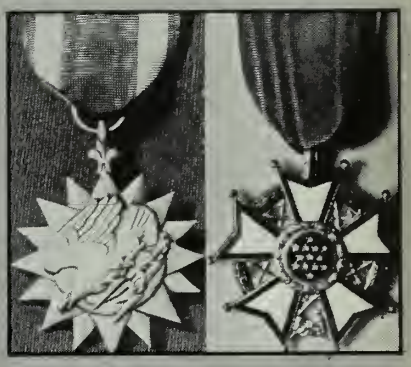


ATOM-SMASHING cosmic rays are best examined at high altitude, so technician puts scientific equipment aboard B-29.

QUIZ AWEIGH

Allow a point for each correct answer and check your score:

6.....Super Salt
5.....Old Salt
4.....Young Salt
3.....Boot



1. Medal at left is (a) Distinguished Flying Cross (b) Air Medal (c) Air Crewman's Medal.
2. -Award at right is (a) Legion of Merit (b) Croix de Guerre (c) Medal of Honor.



3. Plane about to be launched is (a) PBM (b) SNJ (c) OS2U.
4. Ship catapulting the plane is (a) escort carrier (b) cruiser (c) battleship.



5. Hoist in the air is (a) Navy signal (b) International signal (c) CO's laundry.
6. Name the flags displayed.

ANSWERS ON PAGE 61

RESERVE LEATHERNECKS



MANNED BY MARINES, 155 mm guns boom on Carolina shore. MarCorps Reserve gives men chance to retain these skills.

THE MARINE CORPS RESERVE, war service completed, is in process of reorganization for peacetime training and preparation for possible future emergencies. The Reserve, designed to help personnel keep up with military affairs without disrupting their civilian life, is planned in four components, Organized Reserve, Volunteer Reserve, Fleet Marine Corps Reserve and Women's Reserve.

The Marine Corps Reserve is divided into Reserve Districts, each under the administration of a colonel in the regular MarCorps, who is designated as District Director. Offices of these directors are being established in downtown offices, which will be more accessible to reservists than were the former offices located at regular MarCorps activities. Thus far 10 of these offices have been established. They are:

Director, 1st MarCorpsResDist, Naval Receiving Station, 495 Summer Street, Boston 10, Mass.

Director, 3rd MarCorpsResDist, Room 1412, Federal Office Bldg., 90 Church Street, New York 7, N. Y.

Director, 4th MarCorpsResDist, Room 816, City Centre Bldg., 121 North Broad Street, Philadelphia 7, Pa.

Director, 5th MarCorpsResDist, 901 16th Street N.W., Washington 6, D. C.

Director, 6th MarCorpsResDist, Atlanta National Bldg., 50 Whitehall, Atlanta 3, Ga.

Director, 8th MarCorpsResDist, 305 Custom House Bldg., 423 Canal Street, New Orleans 6, La.

Director, 9th MarCorpsResDist, Room 622, America Fore Bldg., 844 North Rush Street, Chicago 11, Ill.

Director, 11th MarCorpsResDist, Navy-MarCorps Reserve Armory, 850 Lilac Terrace, Los Angeles 12, Calif.

Director, 12th MarCorpsResDist, Room 550, 100 Harrison Street, San Francisco, Calif.

Director, 13th MarCorpsResDist, Bldg. 22, Navy-MarCorps Reserve Armory, 860 Terry Avenue North, Seattle, Wash.

THE ORGANIZED RESERVE is made up of units which meet regularly for training. It is planned that these units will include two amphibian tractor battalions, seven engineer companies, one engineer battalion, five 105 mm and two 155 mm howitzer battalions, two tank battalions, two heavy antiaircraft artillery groups, one 40 mm battery, four signal companies and 16 infantry battalions.

These units take a two-hour weekly

WOMEN'S RESERVE

A post-war Volunteer Women's Reserve Unit was established 23 Dec 1946, patterned on the volunteer organization of the male Reserve. Although the establishment of a Women's Organized Reserve Component awaits legislation, plans are being pushed for the activation of such a Reserve. The two combined would have an estimated 500 officers and 4,500 enlisted women.

FLEET MARINE CORPS RESERVE

The Fleet Marine Corps Reserve is made up of enlisted men who have transferred to the Fleet Reserve after having served in the regular Marine Corps for the required number of years.

period of instruction and drill and a 15-day training period once a year, all with pay. An officer to serve as inspector-instructor is furnished by the regular MarCorps.

The ground forces of the Organized Reserve will number 27,240 officers and men when expected enrollment is met. Locations of the various units of the Organized Reserve (Ground) established are as follows:

1st Infantry Battalion, USMCR, Naval Reserve Armory, Fort Schuyler, New York 61, N. Y.

2nd Infantry Battalion, USMCR, Naval Receiving Station, 495 Summer Street, Boston, Mass.

3rd Infantry Battalion, USMCR, Naval Reserve Armory, Foot of Ferry Street, St. Louis, Mo.

5th Infantry Battalion, USMCR, 3rd and C Streets, N.W., Washington, D. C.

6th Infantry Battalion, USMCR, Marine Barracks No. 2, U. S. Naval Base, Philadelphia, 12, Pa.

7th Infantry Battalion, USMCR, Cleveland Grays' Armory, 1234 Bolivar Road, Cleveland, Ohio.

8th Infantry Battalion, USMCR, Naval Armory, Bayview Park, Toledo, Ohio.

9th Infantry Battalion, USMCR, 321 S. Plymouth Court, Chicago, Ill.

10th Infantry Battalion, USMCR, 305 U. S. Customhouse Building, 423 Canal Street, New Orleans, La.

12th Infantry Battalion, USMCR, Hangar No. 2, Treasure Island, San Francisco, Calif.

1st 155 mm Howitzer Battalion, USMCR, Marine Barracks, U. S. Naval Base, Philadelphia 12, Pa.

2nd 155 mm Howitzer Battalion, USMCR, Building No. 11, Naval Air Station, Dallas, Texas.

11th Infantry Battalion, USMCR, Naval Reserve Armory, 860 Terry Ave., North, Seattle, Wash.

13th Infantry Battalion, USMCR, Navy-Marine Corps Reserve Armory, 850 Lilac Terrace, Los Angeles, Calif.

16th Infantry Battalion, USMCR, Naval Armory, 30th Street at White River, Indianapolis, Ind.

17th Infantry Battalion, USMCR, Naval Armory, 7600 E. Jefferson St., Detroit 14, Mich.

11th Engineer Battalion, USMCR, Fort McHenry, Baltimore, Md.

1st 105 mm Howitzer Battalion, USMCR, East end of 4th Street, Richmond 24, Va.

2nd 105 mm Howitzer Battalion, USMCR, Navy-Marine Corps Reserve Armory, 850 Lilac Terrace, Los Angeles, Calif.

11th Tank Battalion, USMCR, Marine Corps Base, San Diego, Calif.

The Aviation branch of the Organized Reserve, to number 6,022 men, is under the direction of the Commander, Marine Air Reserve Training, with headquarters at the Naval Air Station, Glenview, Ill., headquarters of the Naval Air Reserve program.



TANK CREWS and infantrymen learn to work together just as they will in weekly drills and annual training periods of the ground forces of the Organized Reserve.

At each of 21 naval air stations in the United States a CO of a Marine air detachment is in charge of Marine Reserve aviation in the area. He assists in the formation and supervision of the Organized Reserve squadrons.

Members of the Organized Reserve (Aviation) will spend a minimum of an hour and a half a week at the nearest air station, plus a two-week annual active duty period. For each drill period members will receive a full day's pay for their rank, plus full pay and allowances for the two-week active duty period. Those in a flight status will receive flight pay.

Weekly drills will be held at a time convenient to members, and will consist of training flights by the pilots, maintenance of aircraft by ground crews, ordnance and communication work, ground instruction in all phases of squadron duties, and in general will follow the routine of a regular squadron throughout the year.

COs of regular Marine air detachments in Reserve localities will have duties with Reserve squadrons similar to the inspector-instructors of ground units. Each of these air detachments is commanded by a lieutenant colonel of the regular MarCorps. Their job is to support all Marine Air Reserve activities in the area where the naval air station is located.

MarCorps Reserve squadrons, commanded by Reserve officers, are located as follows:

VMF 112 MAD, NAS, Dallas, Tex.

VMF 121 MAD, NAS, Glenview, Ill.

VMF 123 MAD, NAS, Los Alamitos, Calif.

VMF 124 MAD, NAS, Memphis, Tenn.



OVER THE SIDE go Marines during maneuvers with amphibious tractors at Camp Lejeune. Two battalions of Marine Corps Organized Reserve will operate vehicles.



HELLDIVER prepares to peel off for dive over Imperial Valley of Southern California, where two of the 21 fields used by the MarCorps air reserve are located.



FIGHTER PLANES, being lined up here on Kyushu, will be flown by Reserve pilots,

VMF 132 MAD, NAS, N. Y., N. Y.
VMF 141 MAD, NAS, Oakland, Calif.
VMF 142 MAD, NAS, Miami, Fla.
VMF 143 MAD, NAS, New Orleans, La.
VMF 144 MAD, NAS, Jacksonville, Fla.
VMF 213 MAD, NAS, Minneapolis, Minn.
VMF 215 MAD, NAS, Olathe, Kans.
VMF 216 MAD, NAS, Seattle, Wash.
VMF 217 MAD, NAS, Squantum, Mass.
VMF 221 MAD, NAS, St. Louis, Mo.
VMF 233 MAD, NAS, Norfolk, Va.
VMF 234 MAD, NAS, San Diego, Calif.
VMF 235 MAD, Squantum.
VMF 236 MAD, NAS, Denver, Colo.
VMF 241 MAD, Los Alamitos.
VMF 244 MAD, NAS, Columbus, Ohio
VMF 251 MAD, NAS, Grosse Isle, Mich.
VMF 321 MAD, NAS, Anacostia, D. C.
VMF 351 MAD, NAS, Atlanta, Ga.
VMF 451 MAD, NAS, Willow Grove, Pa.

Each of these stations is equipped with late model combat aircraft. Reserve pilots fly the same airplanes that are in general use by the regular MarCorps. Squadrons consist of approximately 45 pilots, 12 ground officers and 164 enlisted men. The organization is similar to that of wartime, and close air support is the basis of all training.

At each of four of the Marine air detachments there will be a Marine Ground Control Intercept Squadron, its purpose to train communication, electronic, and fighter-director personnel with a Marine Reserve fighter squadron located at the same air station in ground controlled flying. The first of the four has been activated as MGCIS 15, located at the naval air station, Atlanta, Ga.

THE VOLUNTEER RESERVE meets the need of a large number of officers and men with useful military skills, who desire to keep their affiliation with the Marine Corps but who are unable to attend scheduled classes and drills, as are members of the Organized Reserve. Members are carried on the records of the District Commander of the Marine Reserve District in which they reside.

Volunteer Training Units have been established for those Reservists who are unable to belong to the Organized Reserve, but wish to increase their knowledge of military skills. These units may be composed entirely of Reservists interested in one specialty, such as communications, public information and similar interests; or of Reservists of different specialities training as battalion, regimental, division, group or wing staffs. Each unit must have at least 10 members, commissioned or enlisted, male or female. Members participating in training periods of these units will do so on a voluntary basis and without pay, but reports of attendance will be made a part of the official record of each Reservist participating.



SIGNALMAN explains a field telephone like that to be used by four signal companies of Organized Reserve.

The aviation branch of the Volunteer Reserve is similar to that of the ground forces. Members of the Volunteer Reserve (Aviation) may keep their proficiency in any one of the following ways or combination of ways; flying government aircraft (in cases of pilots); taking correspondence courses from MarCorps schools; attending two-week periods of active duty with pay and allowances. This training is voluntary, but members must maintain their military skills through at least one of these activities to be eligible for promotion.

Volunteer Reservists will go on active training duty at a time convenient to them, in the case of aviation units, at the nearest Marine aviation activity, regular or Reserve, while Ground units will go to a regular MarCorps establishment. If such duty is for 15 consecutive days, the volunteer receives full pay for that period.

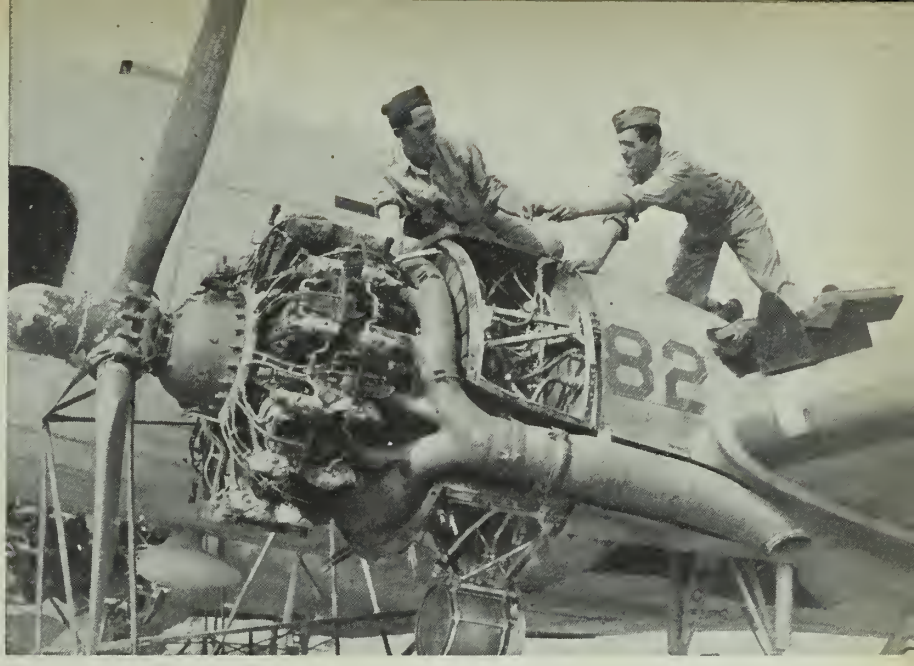
A quota of 21,000 officers and 70,000 enlisted men has been established for the Volunteer Reserve.

Budgetary limitations have required a reduction in the officer strength of Marine Corps aviation, Almar 192-46 announced.

Aviation line officers of the Marine Corps Reserve, who were formerly naval aviation cadets and commis-



who will use the same airplanes as those in general use in the regular MarCorps.



GROUND CREWS, skilled in all phases of squadron duties, will follow the routine of a regular squadron during weekly drills and get the full pay of their rank.

sioned subsequent to 1 Dec 1945, were authorized by the Almar to request immediate release to inactive duty. The Almar announced that contracts to serve on active duty for four years or to serve one year beyond completion of advanced flight training would be waived in the cases of officers requesting such release.

COs were to forward a list of Reserve officers, by name, within their commands who desire such release, the list to reach MarCorps headquarters by 1 February. Each Reserve officer concerned must submit an individual letter to the Commandant, prior to 15 February, requesting immediate release to inactive duty.

ORGANIZED AND VOLUNTEER RESERVE REQUIREMENTS

THE ORGANIZED RESERVE will enroll former members of any armed service and men without previous military service between the ages of 17 and 18½, if they meet the physical requirements. The physical requirements are the same as for enlistment in the regular MarCorps.

Applicants interested in becoming members of the Organized Reserve may obtain detailed instructions from COs and inspector-instructors of Organized MarCorps Reserve units; directors, MarCorps Reserve districts, or at any MarCorps recruiting office.

The aviation branch of the Organized Reserve will enlist interested applicants if they meet specific qualifications. Men desiring to enlist may see, call or write the CO of the Marine air detachment nearest their residence, or applications may be sent to the Commandant of the MarCorps, via a Reserve detachment officer and district Reserve commander. Maximum age for officers in the ground units or aviation squadrons is: second lieutenant, 31; first lieutenant, 33; captain, 37; major, 42; and lieutenant colonel, warrant and commissioned warrant officers, 45.

Membership is open to Marine pilots, ground officers and enlisted men with an interest in aviation.

Although all former MarCorps personnel, regular or Reserve, and inductee, who enlist or reenlist in the Marine Corps Reserve (inactive), Volunteer or Organized, will be given the rank held at time of discharge, only those who enlist or reenlist in the Reserve within twenty-four hours after discharge will be given the same date of rank held on discharge. All others receive date of rank as of the date of enlistment or reenlistment in the Reserve.

VOLUNTEER RESERVE applicants, male or female, may be enlisted *without physical examination* into this branch of the Reserve if they meet these requirements:

- Must have served on active duty in the MarCorps or MarCorps Reserve after 16 Sept 1940 (for at least six months, or overseas, in the case of male applicants).
- Be between the ages of 17 and 32 inclusive, unless length of service in MarCorps when subtracted from actual age places candidate in the foregoing age group. (Does not apply to women. No age limits for enlistment in the Women's Reserve have been prescribed.)
- Be a citizen of the U. S.
- Must have received an honorable or under-honorable-conditions discharge for reasons other than medical survey, unsuitability or inaptitude.

Enlistments in the Volunteer Reserve may be for 2, 3 or 4 years.

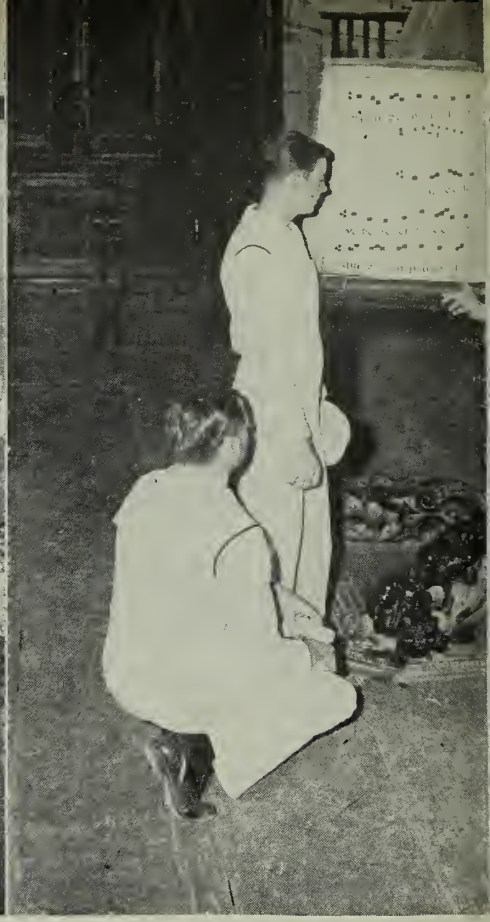
Reserve officers are retained in the Reserve (Volunteer) when relieved from active duty, except those who resign or are discharged from the Reserve. Enlisted personnel are not automatically members of the Volunteer Reserve when discharged, but may reenlist after separation from the MarCorps or MarCorps Reserve.

Eligible to enlist either male or female applicants into the Volunteer Reserve are the following: COs; recruiting officers; officers on duty with the staff of NROTC units; Directors of MarCorps Reserve Districts and members of his staff; Reserve officers on inactive duty designated as MarCorps Reserve recruiting officers; and Inspector-Instructors and their assistants of Organized MarCorps Reserve units.

Applicants may not enlist if they have claims pending for or are drawing a pension, disability allowance, disability compensation or retired pay from the Government unless they agree to waive all rights during the term of their enlistment.

Any Marine air detachment or recruiting office will enlist eligible applicants into the aviation branch of the Volunteer Reserve.





PEARL of the Orient—Manila—war-ravaged and digging herself out from under the debris, still presents some interesting sights to the sailors on shore leave.









ANCIENT churches, old fortifications and guns mingle with new sights in the islands. Corregidor, scene of an epic fight, is high on the list of places to visit.

LUZON LIBERTY



REBEL RAIDER



EFFECTIVE GUNNERY gives USS Kearsarge victory over raider Alabama in long and bitter battle off the French coast.

THE CREW of the *Alabama* called him "Old Beeswax" in tribute to a large and fierce mustache.

In the Confederate States where the depredations of the *Alabama* stirred admiration he was both Admiral and General.

Outraged northern newspapers dubbed him the "British Pirate," an appellation that delighted his sardonic sense of humor.

He was, by any name, the most contradictory character to tread a quarter-deck—bold seaman, ardent oceanographer, adroit counselor-at-law and master of purple prose. His aristocratic parents christened him Raphael at his birth on 27 Sept 1809 in Piscataway, Md.—Raphael Semmes.

Although orphaned at an early age, Semmes was reared by affluent relatives in the posh Georgetown district of Washington, D. C., and he quickly learned that most things came his way easily. An uncle, Congressman from Maryland, appointed him midshipman. He led his class in the midshipman's examinations. Two years study in a brother's law office sufficed to have him admitted to the bar.

Even the practice of law gave him no difficulty despite its unpopularity among followers of the sea. Wardroom acquaintances called him *"the* lawyer of the Navy," but good-naturedly lumped this auxiliary profession with other Semmes idiosyncrasies—because he had others.

He spiced dull days at sea with studies in oceanography, oratory and literature. Admiral David Dixon Porter described him as a dilettant with tastes "rather those of a scholar than of a dashing naval officer," an evaluation that couldn't have been farther from the truth. Semmes became a scourge of the sea, driving U. S. commerce under the shelter of foreign flags and—in the opinion of many—wrecking the American merchant marine.

None of these varied interests proved profitless for Semmes, with the possible exception of oceanography, which merely provided dull passages for his memoirs. His literary bent yielded three best sellers, two of them based on experiences in the Mexican War. As for oratory, Semmes undoubtedly found it handy for recruiting speeches. Certainly it was of help in the court room, where he won a follower of unsurpassed loyalty in John McIntosh Kell.

Semmes represented Kell, then a midshipman, before a court-martial board at Pensacola Navy Yard. He failed to prevent Kell's suspension from the service but captivated the young man, whose offense had been refusal to obey an order on a point of honor.

In 1861, with the United States tottering on the brink of war, Semmes was a commander and member of the Lighthouse Board in Washington. Twenty years earlier he had moved his family to Alabama and, whether he knew it or not, thrown in his lot with the South. Committed to secession, like his home state, Semmes wrote in early February 1861, "I am still at my post at the Lighthouse Board, performing my routine duties, but listening with an aching ear and beating heart for the first sounds of the great disruption. . . ."

Alabama seceded on 11 January but not until 14 February was Semmes called to Montgomery, Ala., then capital of the Confederacy. He resigned from the Navy on the 15th and departed for Montgomery the following day.

Undoubtedly Confederate President Jefferson Davis had other things on his mind, but he was slow to see the value of Semmes. First, he sent him to New York on an arms-buying errand (successful in that pre-OSS era), and later commissioned him a commander in the Confederate States Navy to head a Lighthouse Bureau. The South's SecNav, Stephen R. Mallory, rescued Semmes from this incongruous cranny.

Mallory ordered him to command of the *Sumter*, formerly the *Habana*, which was then docked at Algiers, La., across the river from New Orleans. Semmes demanded and obtained Kell as his first lieutenant (executive officer). Together they went to Algiers to view their ship,

the "defective, little" *Sumter,* soon to see action.

She had been a passenger liner on the Cuba run. After conversion, she carried an eight-day supply of coal and under steam could make nine tremulous knots. ". . . I think I can make her answer the purpose," Semmes told Mallory.

On 30 June 1861, when Semmes snaked her out past the blockading USS *Brooklyn,* the *Sumter* was the only Confederate warship at sea.

Semmes lost no time in executing orders to deal northern shipping "the greatest injury in the shortest time." He made his first capture, the *Golden Rocket,* on 3 July off the west coast of Cuba. Then in 48 hours he took seven enemy vessels, herding six of them into Cienfuegos, Cuba, in an effort to convert their cargoes into cash for the Confederacy.

Due to Spain's neutrality, the scheme failed and Semmes resorted to the torch, making the *Golden Rocket* the first of 60 hulks he left flaming in the sea. The program was always the same—ascertain that the cargo was U. S.-owned, remove the crew and passengers, then set her ablaze. He left a trail of charred Northern merchantmen through the Caribbean — a scorched path that later stretched to the ends of the earth. Now it led to St. Pierre, Martinique, where the *Sumter* evaded a blockading Federal vessel and to Cadiz, Spain, where Semmes landed prisoners.

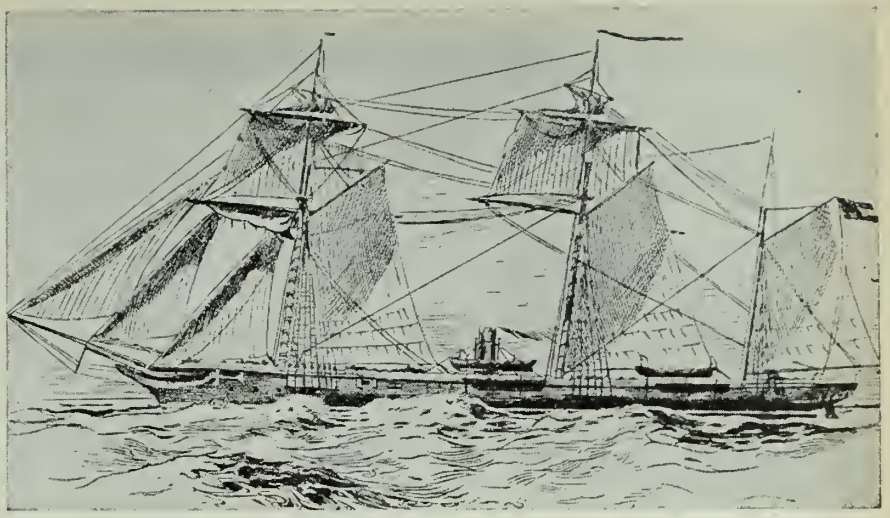
On 18 January in the Strait of Gibraltar Semmes set the bonfire that was the pride of his raiding career. She was the *Neapolitan,* a Yankee bark laden with sulphur, which burned so brightly that half the town of Gibraltar rushed to Europa Point to view the spectacle.

The *Neapolitan* still crackling, Semmes brought the *Sumter* into Gibraltar, hopeful of coaling and effecting repairs. The *Sumter's* boilers leaked like a wicker whaleboat and, although Semmes didn't know it, her day as a ship of war was spent.

While he struggled to put her back to sea, Messrs. Laird began building in their yards across the Mersey from Liverpool a ship of mystery identified merely as the "290." On 15 May 1862 she was launched as the *Enrica,* ostensibly a merchant vessel. The "*Enrica*" made her trial run and fitted out in this guise.

Meanwhile, Semmes and his first lieutenant, despairing of the *Sumter,* came to London and believed themselves headed for duty ashore in the South. They sailed soon for Nassau, where late in May Semmes received his promotion to captain and orders to command the mystery craft, only now revealed in Confederate dispatches as the cruiser, *Albama.*

Her departure from England on 29 July was dramatic. Aware that the vigilant U. S. minister, Charles Francis Adams, had divined her purpose, Confederate agents sent the *Alabama* to sea for a trial run. The trial run ended in Terceira of the Azores. There the *Alabama* rendezvoused with the *Agrippina,* which was to be her collier, and the *Bahama,* which carried the delighted Semmes.



'BEAUTIFUL THING to look upon,' Semmes called the Alabama. Incidentally, she took a heavy toll among northern merchant shipping in the Civil War.

He fell in love with the *Alabama* at sight. "Her model was of the most perfect symmetry, and she sat upon the water with the lightness and grace of a swan. She was barkentine rigged, with long lower masts, which enabled her to carry large fore-and-aft sails, as jibs and try-sails . . . Her sticks were of the best yellow pine, that would bend in a gale, like a willow wand, without breaking, and her rigging was of the best Swedish iron wire . . ."

A screw steamer with full sail efficiency, the *Alabama* measured 235 feet overall and 32 feet abeam. She drew 15 feet with full bunkers, a 1,000-ton beauty. Two horizontal engines turned up 1,000 horsepower, while the double-bladed screw could be hoisted clear of the water in a trice and lowered just as rapidly.

Observers said the *Alabama* logged 13.4 to 13.6 knots, but Semmes claimed that 10 knots was her best under steam alone. She carried 375 tons of coal, enough for 18 days' steaming. Armament was an 8-inch smooth-bore gun aft, a nine-pound rifle on the quarterdeck, a 7-inch rifled 100-pounder and six 32-pounders in broadsides of three.

Besides, unusual in her day, the *Alabama* had a fresh water condenser and repair facilities for machinery, hull and ordnance. As Semmes wrote, "She was, indeed, a beautiful thing to look upon."

Armed, provisioned and coaled on the spot, the *Alabama* was commissioned a Confederate warship and sailed on 24 August for the shipping lanes of the North Atlantic.

'British Pirate' Was Name Given Raphael Semmes By Northerners After He Almost Drove Merchant Fleet From the Seven Seas

The first capture was a whaler, the *Ocmulgee,* taken on 5 September not far from the Azores. Going as far north as the Banks and, in defiance of the Federal Navy, within 200 miles of New York Harbor, Semmes took 23 ships in two months and burned 20 of them. Slowly, alert for unwary prizes, Semmes worked his way south to Martinique and met the London coal tender, *Agrippina,* in Fort-de-France on 18 November.

Word of the *Alabama's* arrival had reached the USS *San Jacinto,* however, and Semmes sent the *Agrippina* to the islet of Blanquilla off the Venezuelan coast. On a dark and rainy night, the *Alabama* crept out of port, slipped away from the *San Jacinto* and joined the *Agrippina.*

Semmes coaled at Blanquilla and headed for the Gulf of Mexico and the route of California gold steamers. He took and burned one ship, releasing three others, before meeting the *Agrippina* again two days before Christmas. They moored in Yucatan Channel until 5 Jan 1863, when Semmes sent the *Agrippina* back to Liverpool and sailed the *Alabama* for Galveston.

With consummate cunning, simulating a blockade runner by use of suspicious maneuvers, Semmes lured the side wheeler, USS *Hatteras,* to her death on the night of 11 January just off the Texas coast. Devastating fire from the Confederate 32-pounders riddled the ancient Union vessel.

"Give it to the rascals," Semmes shouted. "Fire low, men. Don't be all night sinking that fellow."

They weren't.

In exactly 13 minutes the *Hatteras* signalled that she was beaten. It was one of the quickest victories on record, and, as Semmes asserted, "the first yardarm engagement between steamers at sea."

The *Alabama* sailed to Jamaica and was greeted with considerable enthusiasm by the British colonists at Kingston. There he landed the Union prisoners, rested briefly and got under

HERE'S THE REBEL RAIDER'S REMARKABLE RECORD OF RUIN

SUMTER	ENEMY TAKEN	DISPOSITION
1861		
3 July	*Golden Rocket*	Burned
4 July	*Cuba*	Recaptured by enemy
4 July	*Machias*	Interned and lost
5 July	*Ben Dunning*	Interned and lost
5 July	*Albert Adams*	Interned and lost
6 July	*Naiad*	Interned and lost
6 July	*West Wind*	Interned and lost
6 July	*Louise Kilham*	Interned and lost
25 July	*Abby Bradford*	Recaptured by enemy
27 July	*Joseph Maxwell*	Interned and lost
25 Sept	*Joseph Parkes*	Burned
27 Oct	*Daniel Trowbridge*	Burned
25 Nov	*Montmorenci*	Bonded
26 Nov	*Arcade*	Burned
3 Dec	*Vigilance*	Burned
8 Dec	*Ebenezer Dodge*	Burned
1862		
18 Jan	*Neapolitan*	Burned
18 Jan	*Investigator*	Bonded

ALABAMA		
1862		
5 Sept	*Ocmulgee*	Burned
7 Sept	*Starlight*	Burned
8 Sept	*Ocean Rover*	Burned
9 Sept	*Alert*	Burned
9 Sept	*Weathergauge*	Burned
13 Sept	*Altamaha*	Burned
14 Sept	*Benjamin Tucker*	Burned
16 Sept	*Courser*	Burned
17 Sept	*Virginia*	Burned

ALABAMA	ENEMY TAKEN	DISPOSITION
1862		
18 Sept	*Elisha Dunbar*	Burned
3 Oct	*Brilliant*	Burned
3 Oct	*Emily Farnum*	Bonded
7 Oct	*Wave Crest*	Burned
7 Oct	*Dunkirk*	Burned
9 Oct	*Tonawanda*	Bonded
11 Oct	*Manchester*	Burned
15 Oct	*Lamplighter*	Burned
23 Oct	*Lafayette*	Burned
26 Oct	*Crenshaw*	Burned
28 Oct	*Lauretta*	Burned
29 Oct	*Baron de Castine*	Bonded
2 Nov	*Levi Starbuck*	Burned
8 Nov	*T. B. Wales*	Burned
21 Nov	*Clara L. Sparks*	Released
30 Nov	*Parker Cook*	Burned
5 Dec	*Union*	Bonded
5 Dec	*Nina*	Bonded
7 Dec	*Ariel*	Bonded
1863		
11 Jan	*Hatteras*	Sunk in action
26 Jan	*Golden Rule*	Burned
27 Jan	*Chastelaine*	Burned
3 Feb	*Palmetto*	Burned
21 Feb	*Olive Jane*	Burned
21 Feb	*Golden Eagle*	Burned
27 Feb	*Washington*	Bonded
1 Mar	*Bethia Thayer*	Bonded
2 Mar	*John A. Parks*	Burned
15 Mar	*Punjab*	Bonded
23 Mar	*Morning Star*	Bonded

ALABAMA	ENEMY TAKEN	DISPOSITION
1863		
25 Mar	*Nora*	Burned
26 Mar	*Charles Hill*	Burned
26 Mar	*Kingfisher*	Burned
4 Apr	*Louisa Hatch*	Burned
15 Apr	*Lafayette*	Burned
15 Apr	*Kate Cory*	Burned
24 Apr	*Nye*	Burned
26 Apr	*Dorcas Prince*	Burned
3 May	*Union Jack*	Burned
3 May	*Sea Lark*	Burned
25 May	*S. Gilderslieve*	Burned
25 May	*Justina*	Bonded
29 May	*Jabez Snow*	Burned
2 June	*Amazonian*	Burned
5 June	*Talisman*	Burned
19 June	*Conrad*	Commissioned as cruiser
2 July	*Anna F. Schmidt*	Burned
6 July	*Express*	Burned
5 Aug	*Sea Bride*	Sold at Angra Pequena
9 Aug	*Martha Wenzell*	Released
6 Nov	*Amanda*	Burned
10 Nov	*Winged Racer*	Burned
11 Nov	*Contest*	Burned
18 Nov	*Harriet Spalding*	Released
24 Dec	*Martaban*	Burned
26 Dec	*Highlander*	Burned
26 Dec	*Sonora*	Burned
1864		
14 Jan	*Emma Jane*	Burned
23 Apr	*Rockingham*	Burned
27 Apr	*Tycoon*	Burned

way on 25 January for a frequently traversed shipping lane near the Equator, where East Indian and Pacific traders criss-crossed wakes.

He took the *Golden Rule* and burned her with Jamaica hardly in his lee. In February, when he took three more vessels including the *Golden Eagle*, Semmes was moved to caustic observation of the Yankee fondness for the prefix "golden." Much of his hatred for the Union is traceable to this distaste for mercantilism.

Of his enemy Semmes vouchsafed that he "is certainly a remarkable specimen of the genus homo . . . He is ambitious, restless, scheming, energetic, and has no inconvenient moral nature to restrain him from the pursuit of his interests, be the path to these never so crooked. In the development of material wealth he is unsurpassed, and perhaps this is his mission on this new continent of ours. But he is like the beaver, he works from instinct, and is so avid of gain, that he has no time to enjoy the wealth he produces."

"Old Beeswax" did his best to make the accumulation of wealth difficult for the foe. In two months on station near the Equator he seized eight more prizes, heading south for the island of Fernando de Noronha on 29 March.

There, from the coal-laden prize *Louisa Hatch*, Semmes filled his bunkers and idled two weeks at the Brazilian penal colony. In the three weeks after sailing from that port he took four more U. S. ships and, crammed with prisoners, put into Bahia on 11 May to set them ashore.

From Brazil the *Alabama* sailed toward the Cape of Good Hope, taking eight ships on that leisurely trip. One of them was the *Conrad*, 350-ton bark out of Philadelphia. Semmes armed her with two rifled twelve-pounder brass guns, taken from an earlier capture, christened her the *Tuscaloosa* and placed Fourth Lieutenant John Low in command of the auxiliary raider.

When the *Tuscaloosa* and *Alabama* next met it was 5 August just outside Cape Town, where Semmes made another spectacular capture in view of crowds on the shore. The prize was the *Sea Bride* of Boston, carrying a general trading cargo. Semmes succeeding in selling the ship and cargo, the only such deal of his cruise, at Angra Pequena.

At the Cape the *Alabama* missed the USS *Vanderbilt* by only a few days. The *Vanderbilt* was not the only ship in pursuit of the "British Pirate." A flying squadron of 16 vessels had hunted him unsuccessfully in the West Indies. In the China Sea, where Semmes next assaulted American commerce, the USS *Wyoming* also failed to catch the *Alabama*.



'OLD BEESWAX' to his crew because of mustache, Raphael Semmes became both rear admiral, brigadier general.

Semmes sailed from South Africa on 24 September, using five monotonous weeks under canvas to raise the Strait of Sunda between Java and Sumatra. The *Alabama* cruised in Eastern waters for three months and took four ships before dropping anchor at Singapore for repairs to boilers and bottom. On 24 December, when Semmes left Singapore, the *Alabama* was a battered vessel bereft of her earlier speed and in need of overhaul. "She was like the wearied foxhound," Semmes mourned, "limping back after a long chase, footsore and longing for quiet and repose."

The road back was uneventful, interrupted by six captures and a brief stay in South Africa. There Semmes learned that the British had impounded the *Tuscaloosa* at Simon's Town, where she remained until the war's end.

This blow caught Semmes when he was as weary as his ship and despondent about the progress of the Southern cause. In this mood he brought the *Alabama* to anchor at Cherbourg, France, on 11 June 1864. Three days later Capt. John A. Winslow sailed the Union cruiser, USS *Kearsarge*, to the harbor entrance. Winslow loitered patiently, waiting while Semmes coaled the *Alabama*, overhauled the rigging, cleaned the guns and holystoned the deck.

France wouldn't let the Confederate raider go in drydock, and Semmes was determined to challenge the *Kearsarge* without delay. "Kell," he told his first lieutenant, "I am going out to fight the *Kearsarge*." Semmes, ignoring the

fact that his ammunition was faulty, got under way on Sunday morning, 19 June, shortly after 0900.

Crowds lined the heights on shore and others observed the maneuvering from the British yacht *Deerhound* and the French ironclad *Couronne*. They saw the *Kearsarge*, as soon as the *Alabama* headed out, slowly steam seven miles to sea then turn to meet the Confederate.

Capt. Winslow's cruiser appeared an even match for the *Alabama*. In tonnage they were equal—1,000 each. The *Kearsarge* threw more metal, but the *Alabama* fought eight guns to the *Kearsarge's* seven and had a broadside advantage of seven to five. Rifled guns gave the *Alabama* an edge at long range, but the *Kearsarge* had heaver weapons for close quarters.

The great advantage held by the Union vessel was not visible, even to Semmes who later complained bitterly about it. Spare chain had been stopped up and down the *Kearsarge's* hull then covered with light planking. Her vitals were protected and her silhouette unchanged.

At 1050 the *Kearsarge* was headed for her foe, while the *Alabama* had veered so that her starboard broadside came to bear. At 1057, with the ships still a mile apart, Semmes opened with a shell from his forward 100-pounder and then let go with the entire starboard battery.

The *Kearsarge* let three such blasts go unanswered, sustaining damage only to her rigging, before replying. Her first projectiles fell short. As the gap between them narrowed, the antagonists sheered off and began fighting in a series of seven circles. While they slugged away, the distance varied from a quarter to a half mile with the *Kearsarge* struggling to bear closer.

Under the increasingly effective fire of her broadside, she succeeded and by the time the action ended only 500 yards separated the ships.

Semmes saw that the *Alabama's* fire had no effect on the *Kearsarge*, even with direct hits. "Mr. Kell," he ordered, "use solid shot. Our shell strike the enemy's side and fall into the water." This did not help, and Kell began to alternate shot and shell with no appreciable difference.

Firing rapidly, but probably not as accurately as the enemy, Semmes sent 370 shot and shell toward the *Kearsarge*. One shell lodged in the stern post, but did not explode. Meanwhile, inferno raged on the *Alabama's* deck and her engine room was worse.

Three shells in quick succession kept the 8-inch silent, until Kell replaced the crew with that of a 32-pounder. Shell after shell pierced the hull, turning all below decks into a single compartment. Still the *Alabama* stayed afloat for an hour and 10 bitter minutes, and even when the wounded Semmes realized he was beaten he tried to beach the ship on the French coast. Winslow cleverly blocked the attempt.

Final blow was an 11-inch shell, plunging through the *Alabama's* skin at the water line and exploding in the engine room. The stricken vessel spun half around. Kell told Semmes she "could not float 10 minutes." Semmes ordered sail shortened and the colors struck, but the *Kearsarge* fired five times into the *Alabama*, stopping only when a white flag was hung from the stern of the sinking ship.

Only three of the *Kearsarge* crew were wounded, one fatally, but the *Alabama* lost nine killed in action, 20 wounded and 12 drowned. The *Deerhound* picked up Semmes, Kell and 40 others. Nine Confederates escaped in a French pilot boat. It was generally agreed that Semmes had done no wrong by accepting outside aid. "Was I," he asked his critics, "under these circumstances, to plunge into the water with my sword in my hand and endeavor to swim to the *Kearsarge?*"

Semmes erred, as Commodore Dudley W. Knox pointed out in his "A History of the United States Navy," in accepting a challenge "with everything to lose and very little to gain in a large sense." The Commodore compared this unwise decision with that of Capt. James Lawrence, who chose to pit his *Chesapeake* against the *Shannon* (ALL HANDS, p. 23, November 1946).

The mission of the *Alabama*, as in the case of the *Chesapeake*, was the destruction of enemy shipping. "Old Beeswax," perhaps in an effort to demonstrate his valor, jeopardized his major military purpose by engaging the Union cruiser.

From England, where he was taken by the *Deerhound*, Semmes sailed in October 1864 for Havana, eventually reaching Richmond, Va., in January 1865. In the Capital of the Confederacy he refought the *Alabama-Kearsarge* battle for President Davis, SecNav Mallory and General Robert E. Lee.

On 10 Feb 1865 Semmes was appointed rear admiral and given command of all boats on the James River, only force in the South that resembled a Navy. On board his flagship, the *Virginia*, Semmes received orders to evacuate Richmond on 2 April. He was the last high-ranking officer to depart, reporting on 5 April to President Davis at Danville, Va.

The President converted the shattered naval forces into an artillery brigade. Then and there, five days before Appomattox, he commissioned Semmes a Brigadier General, who would retain his standing in the Navy.

Admiral-General Semmes, after hostilities ended, was imprisoned for three months in Washington, awaiting trial on five charges. The accusations melted under the glare of logic, and he was released on 6 Apr 1866.

Semmes spent his declining years in practicing law, teaching and—possibly—in contemplation of the *Alabama's* record of destruction. When he died on 30 Aug 1877 at his home near Mobile, Ala., the American merchant marine was a ghost fleet, largely through the efforts of "Old Beeswax."

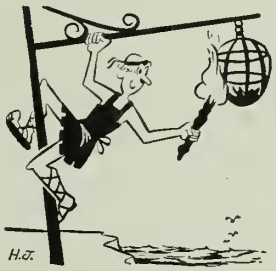
The damage he wrought, estimated by some authorities at $10,000,000, was settled by England with a cash payment to the U. S. of $6,750,000. There is no price tag on his heroic record.

WAY BACK WHEN

Lighthouses—Ancient Guardians of the Sea

Lighthouses have always been the angel guordian of mariners and have, in the course af years, saved unestimated thausands af lives, guiding ships past dangerous shoals, rocks and jutting headlands.

One af the first lighthouses known ta mon wos built an Pharaes Island abaut the year 285 B.C. It wos a crude affair. The light was made fram burning fuel in a brazier hung fram a pale projecting fram the tawer taward the sea.



Many lighthouses were built by the Ramans, the mast remarkable of which was the one at Baulagne. It was the first one to be canstructed af masanry. It was 12 stories high and octaganal in shape. Each stary was three feet less in diameter than the stary beneath it. Far more than 1450 years, the Baulagne light warned the mariners appraaching it, until 1640-45, when it was undermined by the sea.

Our modern lighthouse dates back ta 1756-59 when Jahn Smeaton, "Fother of modern lighthauses," constructed the one at Eddystane, England. It was 72 feet high and morked a reef in the English channel, 14 miles fram Plymauth.

Another farm af lighthause knawn as the Rathsand was erected an the Faurteen Foat Bank in Delaware Boy. These lighthouses were built for back from shaal and were af o different type and construction fram the lighthauses in use ot that time. The Rathsand Light was built by first sinking a coisson inta the ground.

In 1847-50, Cal. Harthman Bache, United States Engineers, built the first of the "screw pile" lights. Alexander Mitchell, with his san, is credited with the initiol light of the screw pile kind at Malpin Saund at the mouth of the Thomes River in England.

Screw pile lights get their name fram the type af construction, the light being built on piles, the lawer ends of which resemble a screw and are driven deep inta the graund.

Same famous first lights in American history are the Minot's Ledge in Cohosset, Mass., built in 1849 but later destroyed in 1851, and for which the Cangress appropriated money for construction of o new light.

Spectacle Reef Light in Lake Huron was first used an June 1, 1874 at a cost of $375,000. Its base is 11 feet under the water.

Tilamaak Rock Light, 20 miles sauth af the Columbia River, was erected in 1880.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **NAVAL ATTACHE** billets for officers are opening up from time to time, and a list of eligible officers desiring this duty is being compiled by CNO. The Navy maintains 43 naval attache posts in foreign countries.

Officers interested in assignment as naval attache or assistant naval attache now, or in the future, may write to the Chief of Naval Operations, and include a summary of previous duty assignments and foreign languages in which qualified, if any.

Inquiries are invited from officers in the ranks of commander, lieutenant commander and lieutenant in the Navy, and officers of the Marine Corps in corresponding ranks. Naval aviators are eligible for assignments as naval attache at some posts where naval aircraft are maintained.

● **LEADERSHIP** problems of a thoroughly practical sort confront most men of the fleet in positions of responsibility from time to time. That's why the Naval Academy, inaugurating a new course in leadership, has asked junior officers of the Navy, wherever they serve, to submit examples of problems of leadership which they have faced in the course of normal duty.

The Academy desires these problems for use in classroom study in a course designed to prepare future officers for the practical situations they will meet.

The Academy advises junior officers, in submitting statements of such problems, to use fictitious names but otherwise to stick strictly to fact. Background of each situation should be complete in order that the entire picture may be presented to the students. The solution actually used in any case should be included, with any remarks that may be pertinent as to success or failure of the solution.

Leadership problems may be submitted in longhand or typewritten to: Commandant of Midshipmen (Leadership Section), U. S. Naval Academy, Annapolis, Md. Situations must be submitted prior to 1 May of this year to be incorporated in the course.

This request of the Academy will be the subject of a BuPers circular letter scheduled for early release.

● **PERSONAL GEAR**—27,000 pieces of it and all unclaimed—is on hand at the Naval Supply Depot, Clearfield, Ogden, Utah. More than 23,000 units are processed, packed and ready for shipment, if the Navy knew whom to send them to.

Naval personnel who have lost baggage or personal effects may address inquiries to the Supply Officer in Command, Naval Supply Depot, Clearfield, Ogden, Utah, Attn: Officer-in-Charge, Personal Effects Distribution Center. Inquiries should include full name, rank or rate, serial number and home address or current service address.

● **OFFICERS** may improve their knowledge of naval affairs through correspondence courses offered by the Naval War College, Newport, R. I. (Correspondence courses, in general, were discussed in ALL HANDS, September 1946, p. 27).

The Naval War College offers correspondence courses in strategy and tactics, international law, and naval intelligence. The courses are available to commissioned officers of the Navy, Marine Corps, Coast Guard and their Reserve components, with certain exceptions discussed below. The War College advises that these courses, of particular use to new officers, can be completed in a moderate length of time and without interference with officers' regular duties.

Upon completion of each of the courses the student receives a diploma signed by the president of the War College. Successful completion of courses in strategy and tactics and international law exempts the officer from promotion examinations in these subjects.

Requests for enrollment may be submitted to the Naval War College, via COs, by commissioned officers of the Navy, MarCorps and Coast Guard on active duty. Ensigns are not eligible for the courses in strategy and tactics and international law.

Officers of the three services on inactive duty may apply for the courses via their naval district commandants. Reserve ensigns (inactive) are eligible for the course in international law. The naval intelligence course is not available to Naval Reserve officers, except those classified S(I) and those in the category of air intelligence officers. Marine and Coast Guard Reserve officers may apply for the intelligence course, via their district commandants, but the commandants must specifically approve their enrollment.



QUESTION:

★ How do you feel about being in the Navy?

Maybe the Navy life is getting better. Or perhaps civilian life just looks grimmer and grimmer. Anyway, more and more men have been disposed to answer the above question favorably in recent months.

The question was asked in mid-1946, again in late summer, fall and early winter. Each time, a higher percentage of men thought the Navy life was pretty good. The polls were taken among representative samples of enlisted men ashore (many of whom, however, had just checked in from sea duty and expected to ship out again soon).

Months covered by each of the four polls, and percentages of men who thought the Navy "okay," "swell" or "sometimes fine, sometimes not," were:

June-July	**72%**
August	**86%**
September	**87%**
October-November	**92%**

● **PROTECTION** of the welfare and the morals of service personnel will be emphasized with the establishment of the Central Joint Army-Navy Disciplinary Control Board in Washington, and the raising of the seniority of existing local joint boards in naval districts and Army areas.

The central board will recommend policies to the local boards, and keep itself informed of their activities. It is the duty of each local board to "receive and consider reports on conditions in the area within its jurisdiction relating to prostitution, venereal disease, liquor violations, disorder, and other undesirable conditions, as they apply to service personnel," according to the joint agreement signed by SecNav and the Secretary of War.

It was provided that each local board will consist of the senior officers in the area of the board's jurisdiction, in the following categories: Naval Discipline (normally a captain, on the district level); Naval Medicine (normally captain or rear admiral); Army Provost Marshal, and Army Surgeon.

The new central board will consist of the Provost Marshal General, U. S. Army; the Chief, Preventive Medicine Division, Office of the Surgeon General, U. S. Army; the Assistant Chief of Naval Personnel (Training and Welfare), and the Chief, Preventive Medicine Division, Bureau of Medicine and Surgery.

The central board will meet at least monthly to receive reports from the various (local) Joint Army-Navy Disciplinary Control Boards regarding conditions inimical to morals and welfare of service personnel, and to recommend policy and action to the local boards toward the improvement of adverse conditions. Cooperation with civilian agencies interested in problems of morals and welfare also will be a duty of the central board.

Cooperation with civil authorities on a local basis will be a function of the local boards, which also will meet

at least monthly to make reports and decide upon action. Local boards will recommend designated places or areas as "off limits" or "out of bounds," and such recommendations may be made at the local boards' discretion without prior warning to the proprietors of any affected establishments. Local boards will lift such restrictions at their discretion. The local boards will keep their respective Army and Navy commands informed of conditions within the areas and action taken, and will submit regular reports to the central board.

● **RESERVE** administration, in communities where the district commandant is not represented by an officer on active duty, will be carried on by inactive Reserve officers to be known as "commandant's local representatives."

Duty of these local representatives is expected to include such as the following: administering the oath to recruits and to men reenlisting, administering the oath to inactive officers who are promoted, supervising examinations for advancement in rating of inactive Reservists, assisting district public information officers in local publicity, selecting local volunteers to fill training duty quotas, and arranging presentation of medals and awards to inactive personnel.

The local representative plan is an extension of the earlier volunteer recruiter plan, which broadens the scope of the billet and makes it permanent. Response in many areas to calls for volunteer recruiters has shown Reserve officers anxious to serve.

Commandant's local representatives will serve without pay, although they will, of course, be eligible as are other Reservists for active duty pay during training. Local representative service will, however, be given recognition in meeting training duty requirements for promotion, details for which will be reported as available.

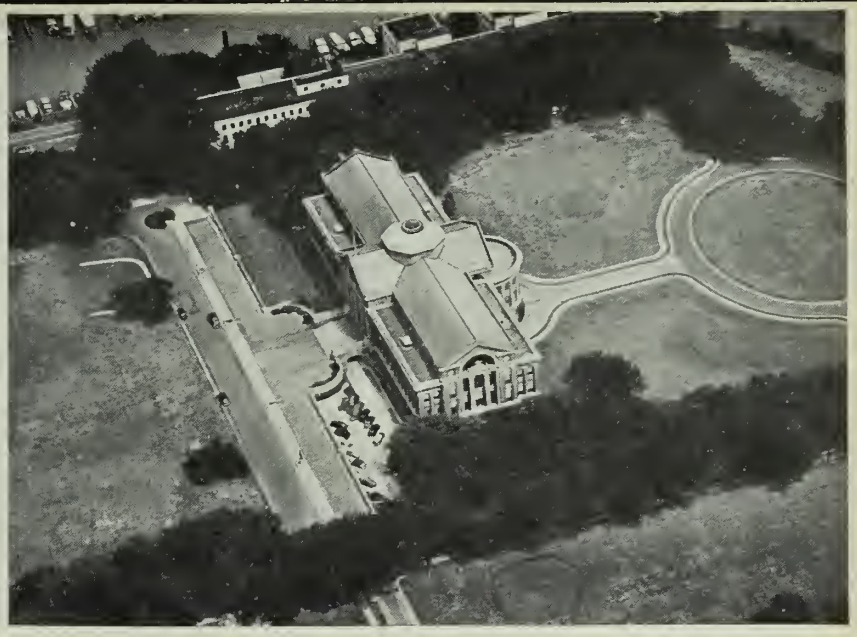
● **COMMANDS** were reminded that Art. 1275, Navy Regs, must be brought to the attention of enlisted men when they are promoted to petty officer. BuPers Circ. Ltr. 295-46 (NDB, 31 Dec 1946), directed compliance with Art. D-5112 (5), BuPers Manual, which requires that Art. 1275, Navy Regs, be read and understood by prospective petty officers. The article follows:

1275. "(1) Petty officers shall show in themselves a good example of subordination, courage, zeal, sobriety, neatness, and attention to duty.

"(2) They shall aid to the utmost of their ability in maintaining good order, discipline, and all that concerns the efficiency of the command.

"(3) For the preservation of good order petty officers are always on duty and are vested with the necessary authority to report and arrest offenders. This authority attaches to them while ashore on liberty.

"(4) When an enlisted man is appointed petty officer, the commanding officer shall bring to his attention the provisions of this article."



NEW EXPERIMENT in military education is being undertaken in the National War College, where the Navy, Army and State Department officers study.

SCHOOL OF WAR AND FOREIGN POLICY

The National War College stands with its back against the broad Potomac and its face toward the future. Its staid red brick exterior houses a bright, new experiment in military education—a sanguine attempt to integrate the study of war with foreign policy.

Presiding over this new departure is Vice Admiral Harry W. Hill, USN, veteran of the Pacific war, whose chief deputy is Maj. Gen. Alfred M. Gruenther, once chief of staff to Gen. Mark W. Clark. Brig. Gen. Truman H. Landon, AAF, and George F. Kennan of the State Department are other deputies.

In the National War College, which occupies the old Army War College grounds in Washington, D. C., these hopeful educators have assembled a permanent faculty that includes men eminently qualified in intelligence, logistics and operations. It is studded as well with names familiar to the educational world—Hardy C. Dillard, Walter L. Wright, Sherman Kent and Bernard Brodie.

All of these are resident faculty members, but during the first semester which ended recently the National War College broke with traditional concept of education for military staff experts. From several college campuses, upon invitation, came civilian lecturers and among them some of best known educators in the U. S.

They covered nearly every aspect of modern diplomacy, providing an immense backdrop of information, against which the students viewed the problems of atomic today.

Their auditors were a class of 100 carefully selected officers—30 from the Navy, 30 from Army ground forces, 30 from Army air forces and 10 from the State Department. All are believed to have outstanding qualifications for high command or important diplomatic missions. Navy students include captains or Marine Corps colonels. Their average age is 44.4 years.

None of them vies for scholastic honors, in the customary form, at least, since examinations are not given or marks assigned. Unusual incentives to hard work are present, however—besides the customary fitness reports submitted on all officers.

In discussions officers must stand forth in support of their work, and as a result, their studies are thorough. This, plus the fact that the subjects covered hold fascination for their breadth, puts every student on his mettle.

Enthusiastic students have registered only one complaint so far—that there has been some over crowding of lectures during the first semester. This condition will be corrected in the second semester. The student is to be acquainted with national power and foreign policy in their broadest aspects, encouraged to do much outside reading and, possibly, to continue specific studies after finishing.

At any rate, they will be accustomed to the habit of thinking in broad terms, in terms of total military strength rather than a single service. They will view joint problems as part of a national or even global picture.

Most feel that the experiment is away to a flying start, gearing our government for its place in the modern world, training our military leaders to the global view.

The National War College, despite its aging, leafy surroundings, is no educational cloister.

LOADED FOR COMBAT



IN INVASIONS, plans call for putting assault cargo on beaches on time. This armada is part of Leyte invasion.

Navy's AKA—Cargo Ship With a Punch—Delivered Vital Supplies, Slugged It Out with Japanese, in Spearhead of Invasions.

ON 28 DEC 1941 Federal Shipbuilding and Dry Dock Co. shipbuilders at South Kearney, N. J. laid the keel of what they thought was to be a merchant ship, the ss *Jean Lykes*. On 2 Sept 1945 the crew of the uss *Libra* dropped her anchor 14 miles southwest of Tokyo. Between these two apparently unrelated events *Jean Lykes* had become uss *Libra* (AKA 12), a U. S. Navy attack cargo ship, she had spent 39 months combatant duty in the Pacific, and had been in 10 operations.

U. S. amphibious operations in this war were of a kind not heretofore considered possible, for the ships and equipment developed for this purpose ranged farther and hit harder than had ever been done before. The speed of amphibious attack ships stretched the reach of amphibious assault into a new concept of water-borne attack. Near the forefront of these major amphibious assaults were the attack cargo ships (AKAs) and the attack transports (APAs). The so-called combatant ships absorbed most of the glory for these achievements, but where the BBs, CVs, and cruisers went, there also went the AKAs and APAs. And they fought. This is the story of the job done by AKAs.

No large-scale assault on remote enemy shores was possible without the AKAs, for they were the only ships equipped to carry large quantities of attack cargo, combat loaded, at high speed. This is the job they were custom tailored to do.

AKAs (cargo ship-attack) look very much like conventional Navy cargo ships (AKs) to the naked eye, but the real story of the AKA is understood by seeing that heroic craft in action.

The AKA is the amphibious troops' moving van, the beachmaster's Sears-Roebuck. You could have always spotted an AKA by the job she was doing, which was moving in amphibious assault on hostile shores. Fire support ships—BBs, CAs, CLs, DDs—would beat up the beach defenses; APAs would carry most of the troops; but the AKAs carried the bulk of munitions and supplies as well as troops to the enemy beach.

AKAs got shot at a lot, and they shot back. To do this the *Libra*, for example, had many more guns—20-mm. and 40-mm.—than the *Jean Lykes* would ever have had. AKAs were always prime targets, for if the enemy could sink them before they unloaded our assault might fail. Troops could not operate on the beach without supplies. When GQ sounded over the anchorage, the men in AKAs were in the fight along with the major combatant ships. There you have one of the characteristics of an AKA. She is a fighting ship. She operated in the spearhead of amphibious attack.

The AKA has much special equipment to enable her to do her specialized job well. We said that the *Libra* has more guns that the *Jean Lykes*. She also has special 30- and 40-ton cargo booms to put her eight 27-ton LCMs into the water. When the Navy took over the C-2 hulls from the Maritime Commission, it had plenty of work to do before it had an AKA. Besides special booms, the AKA got special fire mains and fire fighting equipment, additional radio and radar gear, degaussing equipment. To enable her to carry troops, additional berthing and messing facilities were added, and special ventilation equipment was installed. And with all this extra equipment went extra personnel to man it.

An outstanding feature of the AKA is the fact that she is 'combat loaded.' This is important in two ways. First, ammunition, rations, vehicles, and combat supplies are so loaded that the first items unloaded will be those items most likely to be needed first. D day supplies were most accessible, D-plus-one were next. On the beach the troops wanted only the gear they needed urgently, and didn't want what they didn't need until tomorrow. This combat loading was a most scientific business, and it was one of the component activities of an AKA's work that made our amphibious attacks the effective and crushing blows they proved to be.

The other phase of combat loading, equally important, functions differently from the 'automatic unloading' described above. Troops from APAs and AKAs went ashore with a carefully selected assortment of ammunition and supplies, say one unit-of-fire and K-rations. This was in anticipation of expected combat conditions on the beach. Now no military engagement ever goes exactly according to plan, and the needs of the troops on the beach may have changed drastically by the evening of D day or the morning of D-day-plus-two.

The pay-load capacity of a normal AKA, if she were loaded in the conventional cargo manner, would be 5,500 long tons. However, when the entire cargo is combat loaded her capacity is nearer 2,000 tons. One reason for the sacrifice of this cargo-carrying capacity is to meet just this situation described. Because she is combat loaded, a very short time elapses between a call from the beach for supplies and the dumping of these supplies on the specified beach by the AKA's boats. Combat loading eliminates the necessity of hunting around for cargo, for moving or sorting cargo, and enables the crew to get the needed gear to the beach at once, without delay. With this kind of speedy mail-order service assault troops can keep pounding, lose very little time or mili-

tary advantage because of material shortages, and they were therefore able to adapt their tactics to the immediate situation rather than having to apply plans and equipment provided earlier to a situation for which it was not later suited nor intended. This kind of flexibility is one of the great contributions of the AKA to the success of U. S. amphibious operations.

No description of an AKA can be made without mention of her boat crews. Of a normal crew of 33 officers and 331 enlisted personnel, some 120 would be boat crews.

All these things are what an AKA does, but what exactly is she? The USS *Tolland* is fairly representative of her kind. She is about 7,850 dead weight tons (14,000 displacement tons) and carries a cargo load of 5,275 long tons, or about 2,000 tons combat loaded. She is 460 feet long, has a beam of 63 feet, and a crew of 364 officers and men, and is capable of sustained speed of 16 knots in convoy. She carries eight 27-ton LCMs on her decks, and also 16 LCVPs. Her primary job is to carry assault cargo, but she will carry troops too, mostly those who operate the equipment she carries. Various ships have troops accommodations for from 50 to 400 men.

Considering that many AKAs started out at Guadalcanal and have been in practically every major long-range amphibious operation in Europe and the Pacific, it is remarkable that none of the 108 AKAs in service has been sunk. They were often attacked, but their own guns and those of the combatant ships prevented the enemy from sinking them.

Take the career of the *Libra* for an illustration of this point. Off Cape Esperance, Guadalcanal, on 7 Aug 1942 she was attacked by 15 Jap bombers, and later the same day by eight more. The next day 24 Jap planes worked her over, but she shot down one and damaged three more.



SPEEDY SERVICE is goal of AKA in providing munitions and supplies to men ashore. Here one of cargo ships is lowering tractor over the side at Iwo Jima.

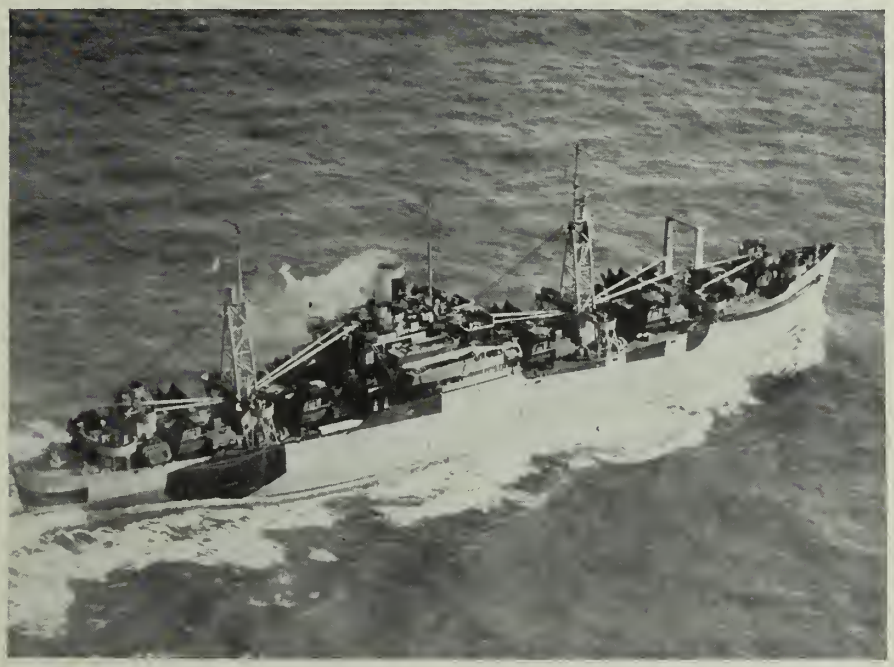
From Guadalcanal the *Libra* returned to New Caledonia, then to participate in the occupation of Funafuti.

Back to Guadalcanal in November she went, and off Point Lunga she took a near miss off the bow, and had her deck sprayed by strafing aircraft, got another near miss astern; but despite this shaking up she received no serious damage. On 7 Apr 1943, after having operated in the Solomons all winter, the *Libra* and her convoy beat off an attack by nine Jap planes. The *Libra* shot down two planes that day, and damaged two more. These nine planes were part of a 125-plane Jap raid on Guadalcanal.

Probably the *Libra's* busiest day in combat was 30 June 1943 in Blanche Channel, Rendova, where, without outside assistance, a record unloading rate of 138 tons per hour was established. In the vulnerable, narrow waters of that 14-mile channel, 25 enemy bombers, escorted by as many fighters, fell upon the convoy. Because the *Libra* was the first ship to unload and was thus riding high in the water, one torpedo passed under her. Before taking the *McCauley,* which had been hit and disabled, in tow in an attempt to save her, *Libra* had shot down four Japs and assisted in getting two others. Knowing what a juicy target a damaged ship is, the Japs came back to get the *McCauley.* Now alone with her tow, the *Libra* in this engagement shot down another Jap plane, and damaged three.

The *Libra* was at Empress Augusta Bay, Bougainville, for the initial landing on 1 Nov 1943, at which time a Jap air raid took place. During the third support trip to our beachhead there, a large enemy air attack was frustrated by the assembled Combat Air Patrol and our surface ships, and the *Libra* added one more Jap to her "bag." The ship then went on north to the invasion of Emirau Island, one of the Bismarck Archipelago, and rounded out this tour by participating in the U. S. recapture of Guam.

This is the story of AKAs. Change a name, a date, a place; make it 8 or 12 enemy planes shot down instead of 10. They all did the same job, and they did it well.



CUSTOM TAILORED to World War II's assaults on hostile shores, the AKA has figured in actions around the world and is assured of place in postwar Navy.

LETTERS
TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Repatriation Leave

SIR: I was a POW for two years. Upon my return to duty I was granted 41 days leave. Does this leave count against my terminal leave?—M. H. D., CTM, USN.

• *No. Leave granted repatriated POWs counts as convalescent leave and not as terminal leave. See BuPers Circ. Ltr. 193-46, para. 2(D) (2), (NDB, 31 August).*—ED.

Time Requirements

SIR: (1) What is the time requirement for advancement from PO3 to PO2? (2) Can this required time in lower rating be waived?—H. T. S., RM3, USN.

• *(1) The time requirement for advancement from pay grade 4 to pay grade 3 is 12 months in the lower pay grade, established by BuPers Circ. Ltr. 191-46 (NDB, 31 August). See* ALL HANDS, *October 1946, p. 51. (2) No.*—ED.

No Travel Allowance Here

SIR: I was appointed and accepted permanent warrant rank in October. I received an honorable discharge certificate and mustering out pay. Am I entitled to receive travel allowance to place of last enlistment?—R. W. M., Warrant Officer, USN.

• *No. Alnav 576-46 (NDB, 31 October) states: "Temporary officers discharged for convenience of government to accept permanent appointment to officer rank not entitled travel allowance on discharge."*—ED.

Schools Near Home

SIR: In line with the policy of sending ex-Reserve officers who have transferred to USN to an NROTC college to complete up to five semesters of work, does BuPers make any attempt to send officers to an NROTC college near their home?—F. K. Z., Cdr., USN.

• *In most cases, yes. Some of the NROTC colleges participating in the five term program have been designated for aviators only, as they must attend school near a naval air facility in order to maintain flight proficiency. An officer, if qualified in all ways to attend the NROTC college nearest his home, will be recommended for enrollment in that college.*—ED.

Stars on the Ribbons

SIR: Men with the Presidential Unit Citation seem to always wear a star on the ribbon. Does this apply to the Navy Unit Commendation ribbon?—J. W. M., CRM, USN.

• *No. A star worn on the Navy Unit Commendation ribbon denotes a second commendation, but a star worn on the Presidential Unit Citation indicates the wearer served in the unit during the occasion for which cited. Personnel who have subsequently joined a unit which has received the PUC wear the ribbon without star, and only while attached to that unit. Personnel authorized to wear the PUC with one star shall wear an additional star for each additional citation of the unit on which they served, whether it be the same or another unit.*—ED.

There's No Special Meaning

SIR: Recently when entering a harbor I noticed a white buoy. What does a buoy painted white stand for?—G. R., S2, USN.



• *White buoys have no stated significance. They are used as special markers.*—ED.

Unearned Gold

SIR: A CPO with 15 years' good conduct received a general court martial sentence in his 16th year. Would he, upon completion of 16 years' service, wear three gold hashmarks and one red one?—R. O. M., CSM, USN.

• *Uniform Regulations provides that a person who has been awarded three consecutive Good Conduct Medals, or who has during 12 years' service maintained a record which would normally entitle him to Good Conduct Medals, is entitled to wear gold rating badge and gold service stripes. Once having won this privilege, there is no provision made for rescinding it. As no provision is made for wearing gold and red service stripes simultaneously, he would continue to wear gold. If he were discharged as a result of the GCM, the character of the discharge normally would be such as to prohibit his wearing a uniform subsequent to such discharge.*—ED.

Dependency Discharge

SIR: Five years are completed on my six-year hitch. I have a wife and three-year-old child dependent on me. Recently my father passed away, leaving my mother with no means of support. I have an offer of a job at home that will pay me quite a bit more than I'm getting in the Navy. Can I get discharged from the Navy so that I can provide a proper home for my wife, child and mother?—T. D., SK1, USN.

• *Submit an official application for discharge in accordance with the provisions of Art. D-9108, BuPers Manual. Submission of such an application is no assurance that discharge will be directed. Each case is decided on its individual merits.*—ED.

Income Tax Exemptions

SIR: (1) Is the retired pay of a Fleet Reservist subject to Federal income tax? (2) What about Veterans' Administration and disability pensions?—D. S. C., CBM, USN.

• *(1) Yes. (2) VA and disability pensions are exempt from income tax. If retired for physical disability incurred in the line of duty, presentation to disbursing officer of certificate from BuMed will exempt the Fleet Reservist from withholding tax on retired pay.*—ED.

Zipper Fleet Tears

SIR: The writer of "Zipper Fleet" (ALL HANDS, December 1946, p. 10) makes it obvious he never has served in that fleet when he says, "If you've been saving back a tear to shed for sailors of the Inactive Fleets, go ahead and waste it on some more immediate sorrow—leave, liberty, pay or the state of the nation. Those lads are getting on as well as might be expected." And later, "... it's much easier life than that aboard a sea-going unit."

We five writing this letter are attached to a "Zipper Fleet," and we'll trade places with any sea-going sailor, even one on a honey barge in Attu. We've decommissioned five ships since we got here, and are working on a sixth, with no hope of transfer to other duty. Dammit, we joined the Navy to go to sea!—Five USNS.

• *Heaven had a housing shortage and St. Peter became considerably agitated when told a large group had presented themselves for admittance. "Who are they?" he asked. "American sailors," he was told. "Well, let 'em in," St. Peter said, "they'll be asking for transfers in a few days anyway."*—ED.

A Great American

SIR: Can you answer this one: What great American is honored by U. S. naval vessels passing his tomb? What honors are rendered?—H. D., CSM, USN.

• *Art. 326, Navy Regs, 1920, states: "When naval vessels are passing Washington's tomb, Mount Vernon, Va., between sunrise and sunset, the following ceremonies shall be observed insofar as may be practicable: Full guard and band shall be paraded; the bell tolled; and colors half-masted at the beginning of the tolling of the bell. When opposite Washington's tomb taps shall be sounded on the bugle, the full guard shall present arms, and officers and men on deck shall stand at attention and salute. The colors shall be mastheaded at the last note of taps, immediately after which the band shall play the national anthem, the end of which will be the signal for 'Carry on.'"*—ED.

Family Allowance Eligibility

SIR: I enlisted 30 April 1946. At that time I did not apply for family allowance. Now my supply officer tells me that registration for family allowance closed 30 June. Is there any way I can get this benefit now?—P. H., STM2, USN.

• *Yes. Section 101, Servicemen's Dependents Allowance Act of 1942, as amended, (see para 1 of Alnav 431-46; NDB, 15 August) reads in part as follows; "... shall be entitled to receive a monthly family allowance for any period during which such enlisted man is in the active military or naval service of the United States on or after 1 June 1942 (1) during the existence of any war declared by Congress and the 6 months immediately following the termination of any such war, or (2) during a period of enlistment or reenlistment contracted by such enlisted man prior to 1 July 1946."*

Having enlisted prior to 1 July 1946, under existing law you may apply for, and receive, family allowance for the duration of your enlistment. Had you enlisted after 1 July, you still would be entitled to receive the benefits "for the duration and six," for para 2 of Alnav 431-46 reads; "... any person who enlists or reenlists subsequent to 1 July 1946 and prior to the end of the 6-month period immediately following the official termination of the present war is eligible to apply for family allowance benefits which under the first proviso are payable until the end of the 6-month period. Since the war has not been officially terminated by appropriate action, persons now on active duty, regardless of date of enlistment or reenlistment, are eligible to apply for family-allowance benefits."—ED.

National Guard Longevity

SIR: During 1927 I was a member of the South Carolina National Guard prior to entering the Navy. (1) Can this time be counted in any way with my Navy time? (2) Counting National Guard Time, I will have completed 20 years active duty next 7 December. Will this National Guard time enable me to transfer to the Fleet Reserve then?—W. T. G., CRM, USN.

• *(1) The time will be counted only for longevity pay purposes. (2) No.*—ED.

Changes in Rating

SIR: Any chance for a transfer from the steward branch to aviation?—A. V. M., STM1, USN.

• *Changes in rating, including changes from one enlisted branch to another, can be made if authority is received from the Chief of Naval Personnel in individual cases submitted via official channels. Current instructions regarding changes in rating are contained in BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). In approving or disapproving recommendations for changes in rating, BuPers considers three main factors:*

(1) Does the change benefit the Navy as a whole? That is, is the change from a rating currently in excess of requirements to one in which men are needed? Changes in rating solely because of the desires of an individual cannot be permitted.

(2) Is the individual fully qualified for the change?

(3) Is he better qualified for the recommended rating than his present rating?—ED.

Leave Pay and Allowances

SIR: BuPers Circ. Ltr. 193-46 (NDB, 31 August) is in direct conflict with BuPers/BuSandA Joint Letter of 13 September (NDB, 30 September). BuPers letter 193-46, para 2(B), states in part that personnel on leave are entitled to the same pay and allowances they would receive if not on leave, and to any additional or other allowance or allowances otherwise authorized or provided by law for persons while on leave. This, it seems to me, means that I am entitled to sub, sea, sub/sea, base and longevity pay while on leave, plus ration allowance.

BuPers/BuSandA letter, para 2 and 2(A), states in part that we are *not* entitled to the same pay and allowances (sub and sea pay) while on leave.—T. E. N., QM1, USN.

• *The BuPers/BuSandA letter pertained to claims for unused leave, reimbursement for which was to be made in government bonds. These instructions do not affect pay and allowances for any periods of leave other than unused leave.*

BuPers Circ. Ltr. 193-46 set up instructions relative to leave other than that claimed as unused leave, which is payable in bonds. Under para 2(B) it is stated in part, "During such leave he shall be entitled to the same pay and allowances he would receive if not on leave, and to any additional or other allowance or allowances otherwise authorized or provided by law for persons while on leave."

Public Law 697, 77th Congress (see also Art. 54314-2, BuSandA Manual), which provided for additional pay for personnel assigned duty on submarines, DID NOT PROVIDE *for payment of a per centum increase in pay for submarine duty during periods of leave.*

Sea pay is payable, provided otherwise proper, while on authorized leave not in excess of statutory leave limit. However, if an individual is detached from a naval unit which entitled him to receive per-centum increase for sea duty and is ordered to a separation activity for processing and is then granted terminal leave, he is no longer attached to a unit entitling him to sea pay and such pay is not authorized during terminal leave.—ED.



USS SWERVE—A ship with one mast.

Mast or Foremast

SIR: If a ship has only one mast, is the mast called a foremast or a mainmast?—R. G. A., CGM, USN.

• *The single mast would be called a foremast or simply a mast, according to Bluejackets' Manual, 1944, p. 163.*—ED.

Hospital Corps Veterans

SIR: Thank you for the announcement you gave the National Association Veterans of the Hospital Corps (ALL HANDS, November 1946, p. 31). We have received inquiries from many persons as a result of your notice.

The address should, however, have been listed as 1705 M St., N.W., Washington 6, D. C. (instead of 1605 M St.).

Membership in our organization is open to any person who has served in the medical department of the armed forces for a period of 90 days while the U. S. was in a state of war, or who served in any campaign for which a medal has been awarded. Such persons may be veterans or servicemen on active duty.—Frank H. Alderman, NAVHC.

You're in the Navy Now

SIR: I reenlisted from the Reserve into the regular Navy on 14 March. On 15 March, Alnav 127-46, which states that men under 21 need consent of their parents to enlist or reenlist in the regular Navy, went into effect. I am 19 now and in the regulars without consent of my parents. Am I eligible for discharge?—C. D. S., SC(B)3, USN.

• *Parental consent to the enlistment of minors between the ages of 18 and 21 is required by the Navy at the present time as a purely administrative procedure. During the emergency, lack of consent does not invalidate an enlistment. The law provides that no minor shall be discharged during war or emergency because of enlistment without proper consent.*—ED.

Star Spangled Buoy

SIR: Recently I heard that there was once a red, white and blue buoy in Chesapeake Bay. What was the significance of this buoy?—A. G. P., SK1, USN.

• *You apparently are referring to the Star Spangled Buoy which was moored in 3½ fathoms of water in the Baltimore Harbor approach on 5 Sept 1914. The buoy marked the spot where Francis Scott Key wrote our National Anthem while a prisoner of war aboard the British frigate* HMS Minden. *The buoy was a first class tall nun type, with 16 alternate vertical red and white stripes and a blue field at the upper end with 15 white stars. The buoy was removed on 2 Nov 1914.*—ED.

The Argument Still Rages

SIR: My faith in the accuracy of ALL HANDS was much shaken when I read in your issue of October 1946 an article entitled "Defender of the Flag," which said: "A pirate who struck at Decatur with his scimitar was thwarted by Seaman Daniel Frazier who flung his body over his chief and took the blow himself." Any schoolboy probably would know that Reuben James, not Daniel Frazier, performed this act of heroism.—S. J. C., Comdr., USN.

• *For almost a century the controversy on Reuben James and Daniel Frazier has raged, but the best evidence favors the supporters of Frazier. The report of Surgeon Heerman after this action at Tripoli in August 1804 is significant:*

"Dnl. Frashier, two incised wounds on the head, one of them severe; one bad wound across the wrist and seven slightly about his hands."

Reuben James' name is conspicuous by its absence from this report.

Two ships have borne the name of Reuben James—the DD 245, a four-stacker commissioned in 1920, and DE 153, commissioned in 1943. One was named for Daniel Frazier, the DD 607 of the Benson class, commissioned in 1942.—ED.

Father Discharges

SIR: The new draft law permits fathers to ask for discharge after 1 Aug 1946. Just who does this pertain to, USN, USNR, USN-1 or the Marine Corps? I myself being the father of a son whom I've never seen would like very much to know the details. —J. L. G., Y2, USN.

• *The draft law applies only to USN-I personnel. The Navy has taken no inductees since last spring, and virtually all such men inducted previously have been demobilized. The law does not, in any way, apply to regular Navy personnel.*—ED.

Souvenir Books

• USS *Chandeleur (AV 10). Address: Schwabacher-Frey Co., 735 Market St., San Francisco 19, Calif. Now being distributed; no charge to former ship's personnel or personnel of VPB 21 based aboard.*

• USS *Louisville (CA 28). Address: J. Pennington Straus, editor, 1719 Packard Building, Philadelphia 2, Pa. Copies available now at $3 each.*

• *26th Naval Construction Battalion. Address: Cdr. C. A. Frye, 922-17th St. South, Birmingham, Ala. Copies free to former battalion personnel.*

• USS *San Francisco (CA 38). Address (and make checks payable to): Commanding Officer,* USS *San Francisco (CA 38), Philadelphia Group, 16th Fleet, U. S. Naval Base, Philadelphia 12, Pa. Copies available now, postpaid anywhere in U. S. at $3.75 each.*

• USS Heermann *(DD 532). Address: Newsfoto Publishing Company, P.O. Box 1392, San Angelo, Tex. Copies available at $4 each.*

• *Souvenir books of the following ships are available, address: Historian (Ship's Name), Newsfoto Publishing Company, P.O. Box 1392, San Angelo, Tex. Already published:* USS Boston *(CA 69), $5;* USS Hoggat Bay *(CVE 75), $4;* USS Baltimore *(CA 68), $5;* USS New York *(BB 34), $5;* USS Birmingham *(CL 62), $6.50. To be published:* USS Benson *(DD 421), $5;* USS Pasadena *(CL 65), $5;* USS Neshoba *(APA 216), $5;* USS Springfield *(CL 66), $5; Navy Air Group 20, $10.*

• USS Minneapolis *(CA 36). Address: A. T. Luey, 600 West Beardsley Ave., Elkhart, Ind. Now available; $4 per copy.*

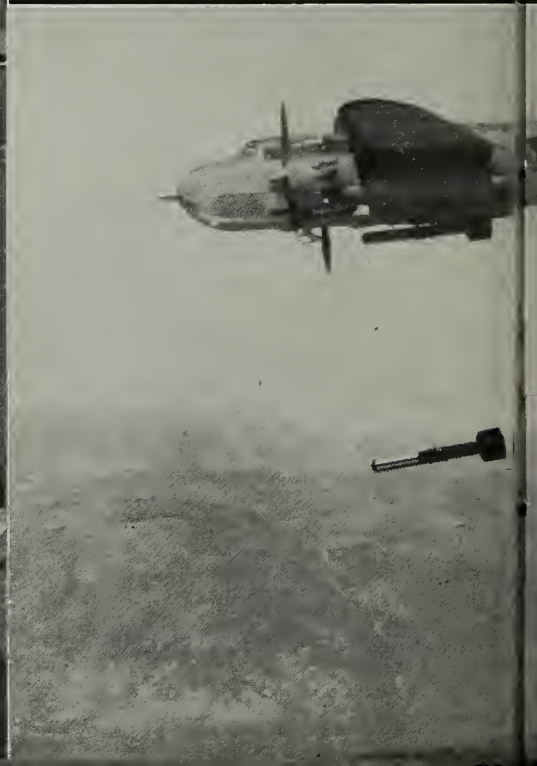




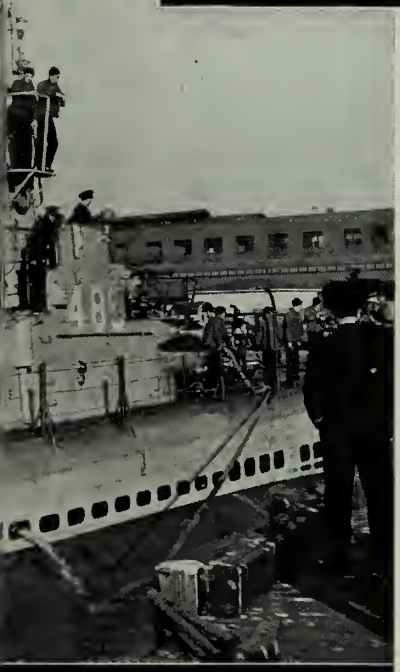




HOT JOE to ward off Antarctic cold is th
of USS Sennet, polar expedition sub, d th
left. Center left: Little boy takes a look
visit aboard USS Kearsarge. Lower lef
on LCT engines at Amphibious Base, Lit
ing aboard ships for under way train
class submarine, newly completed at
named "City of Lynn Ship" for city wh
for building. Below: Navy bomber rele



TODAY'S NAVY



ission of these crew members
hey repair coffee pot, upper
rough the big glasses during
hilean Navy personnel work
Creek, Va., preparatory to go-
. Above: USS Spinax, Corsair
smouth, N. H., Navy Yard, is
e residents contributed funds
es dummy "Tiny Tim" rocket.



American Antarctic Policy Reviewed In Statement from State Department

Other Nations Head South

While planes of the Navy's 1947 Antarctic expedition began the task of photographing and mapping vast frozen expanses of the Antarctic Continent (ALL HANDS, January 1947, p. 2), a re-statement of America's Antarctic policy was given by the State Department.

"The U. S. Government has not recognized any claims of any other nations in the Antarctic, and has reserved all rights which it may have in those areas," Undersecretary of State Dean Acheson declared. "On the other hand, the U. S. has never formally asserted any claims, but claims have been asserted in its behalf by American citizens."

This reiteration of U. S. policy was presented by the undersecretary at a press conference as part of his answer to an inquiry about an alleged diplomatic dispute concerning the British Survey and Weather Station Mission, which now is situated at Marguerite Bay in the Antarctic.

Undersecretary Acheson explained that an official U. S. expedition known as the U. S. Antarctic Service Expedition operated in the Marguerite Bay region from 1939-41. Upon leaving the area, the expedition left behind considerable property, including huts, various types of machinery, and certain supplies.

Because an independent private American expedition led by a Naval Reserve officer, Comdr. Finn Ronne, planned to leave for the Marguerite Bay area in January, the State Department requested that the British Government ascertain and inform the U. S. of the condition of the property left behind by the U.S. Antarctic Service Expedition in 1941. The information was provided by the British, and turned over to Comdr. Ronne by the State Department.

"The State Department has not requested the British Government to remove the British expedition from Marguerite Bay," Undersecretary Acheson emphasized. "The British have said that while there would be insufficient space for two full-sized expeditions at Marguerite Bay, as well as enough seals for food and dogs, they have indicated their willingness to work out some arrangements for cooperation between the British and American expeditions in that area."

It was pointed out that the venture led by Comdr. Ronne is not an official Government expedition, although, by act of Congress, the U. S. Government has lent a Navy ship to Comdr. Ronne for the expedition. It will be entirely separate from the Navy's Antarctic exercise, which is not expected to operate in the Marguerite Bay area.

Meanwhile, these international developments in regard to the Antarctic were reported in the world's press:

- A 10-ship whaling flotilla, headed by the well-known Soviet explorer Voronin, was reported by Russian newspapers to have departed from northern Russia for the Antarctic.
- The Argentine Ministry of Marine announced that the Argentine naval transport *Patagonia* would depart for the Antarctic to begin a wide program of research and enlargement of Argentina's meteorological outposts, to be carried out through 1947. Also, the steamer *Santa Cruz* sailed for Tierra del Fuego, carrying building materials and apparatus for improving existing Argentine installations.
- Chile's Foreign Office was reported to have announced that Chilean sovereignty in a part of Antarctica

LAST MARCH



USS America (X41) was dismantled, ending almost a century of service of sailing and adventure; natives of Bikini were evacuated in preparation for the Atom Bomb test during Operation Crossroads.

MARCH 1947

						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23/30	24/31	25	26	27	28	29



CARRIER-BORNE R4D twin-engine transports aboard USS Philippine Sea will carry men over the Antarctic on the Navy's training and exploratory expedition.

was "as indisputable as that over any other part of the national territory." Chilean Antarctica was defined as the polar sector comprised by the 53rd and 90th meridians west of Greenwich. The Chilean announcement said that the frigate *Iquique* and transport *Angamos* of the Chilean Navy were being prepared for a trip to the Antarctic.

• The French Foreign Office drew attention of the Paris press to the French claim to Adelie Land, in Antarctica, which comprises 400,000 square kilometers lying within the polar circle south of Australia.

• The Australian press reported that Australia had "claimed one-third of Antarctica and probably would decline any proposal to give the United Nations control of the South Polar region." Australia was reported to be readying a reconnaissance patrol for the Antarctic trip, with a larger expedition to follow later.

• Norway also was reported to be preparing an expedition to Antarctica.

While the central task group of the Navy's Antarctic expedition played a deadly game of hide and seek with shifting icebergs and rammed and churned its way through the ice pack separating the force from Little America, the expedition's eastern and western groups were experiencing extremely bad flying weather.

Swirling Antarctic fog and mist for two weeks shrouded the location of a Martin Mariner patrol seaplane which was missing on an exploratory flight shortly after the eastern and western groups of the expedition reached their starting points for aerial photographic and mapping work. But a combination of determination, skill and luck brought about the rescue of six of the plane's nine occupants.

The plane had taken off from the seaplane tender USS *Pine Island*, which was operating off James W. Ellsworth Land as a unit of the eastern group of the expedition. It had last radioed its position as about 250 miles south of the *Pine Island*.

A search plane located the six survivors and their badly-wrecked plane in an area along the Bellingshausen Sea, and signaled that there was a stretch of open water nearby, on which the rescue plane could land. The group trudged across eight miles of rugged terrain to the water where the plane waited for them, and soon all were safe aboard the seaplane tender.

The six survivors reported their plane had exploded in the air after grazing an Antarctic ice shelf. Three of their comrades were killed in the explosion and crash.

Since the eastern and western groups operate outside the vast expanse of pack ice circling Antarctica, sending their planes inland on exploratory missions, they reached their starting points while the central group still was battling its way toward Little America. The eastern group began operating near Peter I Island, working around the continent to the eastward. The western group reached a point southeast of New Zealand, following the edge of Antarctica to the west.

In accordance with previous plans, Rear Admiral Richard E. Byrd, USN (Ret), officer in charge of the Navy's Antarctic expedition, sailed from Norfolk, Va., on 2 January aboard the carrier USS *Philippine Sea*. Six Navy R4Ds, twin-engine Douglas transports, were to be flown from the carrier's flight deck at the edge of the Ross Sea pack ice to Little America. The planes were to land on an airstrip which personnel of the central group would construct on the Ross Shelf ice near Little America. Especially equipped for photographic and other scientific work, the planes would conduct aerial operations into the interior from the Little America base.

Five New Ships

Five new combatant ships have been added to the Fleet in recent commissionings. They are:

USS *Fresno* (CL 121), latest of the antiaircraft cruisers, commissioned at the Naval Shipyard, Brooklyn, N. Y.

USS *Manchester* (CL 83), last *Cleveland* class cruiser to be built, commissioned at Naval Shipyard, Boston, Mass.

USS *Valley Forge* (CV 45), an *Essex* class carrier, commissioned at the Naval Base, Philadelphia, Pa.

USS *Corsair* (SS 435) and USS *Walrus* (SS 437), commissioned at the Submarine Base, New London, Conn.

Admiral King Elected

Fleet Admiral Ernest J. King, USN, was elected president of the Naval Historical Foundation for a three-year period at the annual members' meeting in Washington, D. C.

The Foundation's purpose is to foster patriotism and to increase knowledge of American naval and shipping history. It collects and maintains a library of valuable books, documents, log books and letters, and owns one of the largest collections of pictures and relics of naval interest in the U. S.

Plenty Fancy Shooting

Pfc. Warren T. Berglund, USMC, fired a score of 336 out of a possible 340 with the M-1 Garand, on the Marine rifle range at Lakehurst, N. J., to come within a single point of tying the all-time Marine record.

Berglund, who has brown eyes, punctured holes in the theory that blue-eyed marksmen are superior on the range, a belief that has long persisted in the corps. Former Gunnery Sgt. John C. Cochrane, USMC, holds the all-time record with a score of 337.



HERE'S WHERE food is kept hot aboard Navy's R5D transport planes, Wave explains to visitors at NAS Seattle, Wash.

CAA Borrows Radar

Recognition of the value of Ground Control Approach radar came recently from the Civil Aeronautics Authority, which borrowed a GPN-2 radar set from the Navy for use in air traffic control in the Pittsburgh, Pa., area. The set is one of the latest wartime developments, built by Bendix Aviation Corp., and gives complete coverage of the sky within 30 miles.

Used as an auxiliary to GCA and as an independent airport search system, GPN-2 includes two-way radio equipment operable on all aircraft frequencies, guiding planes into approach procedure. Like GCA, GPN-2 is carried in a truck with separate power trailer.

Subs Ease Fuel Shortage

The British Navy's submarines are helping to ease England's critical fuel shortage, which has forced several factories to close and has threatened others. An Admiralty spokesman announced that 30 or more submarines would be tied up at three naval drydocks—Devenport, Portsmouth and Sheerness—to act as floating, power-generating stations, resulting in a total saving of 2,000 tons of coal a week.

Good Tour for Fishermen

Take along your fishing tackle if you're sent up for a tour in Alaska. That's advice straight from NAS, Kodiak. Whatever the privations of the area and the severity of its climate, there's sport fishing to be had at every naval shore establishment in the Alaskan area—fishing that sportsmen annually pay large sums and travel great distances to get.

"The trout are so large that a person automatically becomes a liar when he brings them in," is one comment from Kodiak. Allowing for the universal privilege of anglers, that "so large" comes down to what still is a right smart figure for trout—an average length of 14 inches, with some 24-inchers caught. They throw 'em back under 10 inches up there.

Silver salmon run 6 to 15 pounds.

Most common gamefish are Dolly Vardens, bright as a new dime when they first come up the rivers and streams, changing to colors as gaudy as the eastern brook trout after a stay in fresh water. Silver salmon are frequent; rainbows and steelheads rare except in certain areas. At Attu and Kodiak good streams run right through the reservation; at other locations streams are within hiking distance of naval stations.

Fishing tackle is available at all naval activities in the area, but it's just as well to bring some of your own. Suggested items of personal fishing kits include standard trout tackle, bait casting rods, spoons and spinners, large-sized bucktail or streamer flies, nylon leader material, lightweight boots, fly tying equipment and such other "pet" accessories as you may have.



RADIOPHOTO from the Navy's Antarctic Expedition shows the USS Mt. Olympus, expedition flagship, approaching USS Canisteo, oiler, for refueling at sea.

Loose Talk

Loose talk of "push button warfare" was assailed by Dr. Vannevar Bush, chairman of the Joint Research and Development Board (Army-Navy).

"Push button warfare be damned," Dr. Bush declared. "This talk has done a lot of harm. The trouble is that the American people get to thinking in terms of our pushing the buttons, and lose sight of the fact that if there were a war tomorrow it would be the same tough slugging match that the last one was."

Dr. Bush agreed there would be innovations and modifications of weapons as a result of developments during and since World War II, but he implied that the "Buck Rogers era" is still a long way off.

The Joint Research and Development Board has authority to allocate responsibility between the services in scientific research fields, and to suggest areas in which research is needed. Navy members of the board are AstSecNav W. John Kenney and Admiral De Witt C. Ramsey, USN. Army members are Gen. Carl Spaatz, AAF, and Gen. Jacob L. Devers, USA.



SEEING IS BELIEVING—This is a 'fair' catch, say the men of the Navy's Alaskan establishments of these beauties.

CMH Winner Promoted

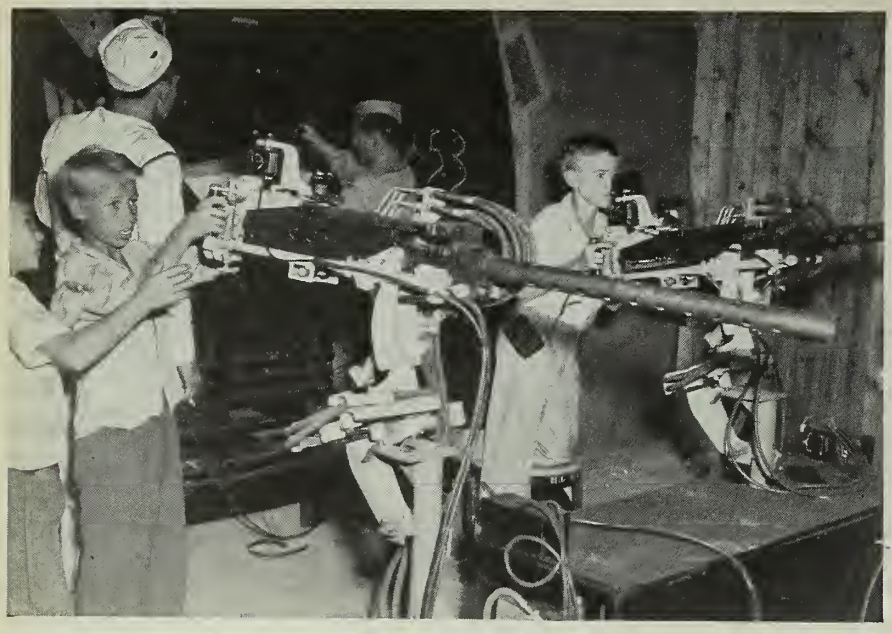
Rear Admiral Paul F. Foster, USNR, who won the Congressional Medal of Honor for distinguished conduct in the battle of Vera Cruz in 1914, has been promoted to the rank of vice admiral on the Retired List. He received this promotion because he had been especially commended.

Admiral Foster, who was placed on the retired list on 1 Dec 1946, was graduated from the Naval Academy in 1911, and served in the Navy until 1929. At that time, as a lieutenant commander, he resigned from the service to enter private business. Recalled to duty in 1942, he was assigned to duty in the office of CNO. He served subsequently as Assistant Naval Inspector General, Navy Department, and was secretary of the Navy Manpower Survey Board.

In addition to the Medal of Honor, Admiral Foster was awarded the Navy Cross, Distinguished Service Medal, Legion of Merit and Letter of Commendation from SecNav. At one time, he was CO of the submarine USS *G-4*.

Navy Smoke Eaters

The Navy Fire Fighters' Assn. announced it expected to complete its formal organization this month. Interested veterans may write to the Association at Box 658, Reno, Nev.



BANG BANG and blooey with real big guns go these youngsters at a special open house exhibition given school children at NAS Corpus Christi, Texas.

New Navy Nurses

Two groups of new members of the Navy Nurse Corps have reported at the Naval Hospital, St Albans, Long Island, N. Y., for indoctrination. After the indoctrination period of six weeks. which consists of an introduction to Navy life, ethics and nursing, the new nurses will remain on duty at the hospital for the remainder of their one-year probationary period.

It is planned that two other indoctrination centers for nurses will be opened soon at the Naval Hospital in Philadelphia and at a hospital on the West Coast.

'Magic Carpet' Rolled Up

A Far East "Magic Carpet," in which the Navy played a leading role in transporting hundreds of thousands of Japanese from islands of the Pacific to their homeland, has been concluded in all sectors under U. S. control.

Allied headquarters in Tokyo announced that 922,570 Japanese had been repatriated since war's end from the Philippines, Hawaii, the Ryukyus, South Korea, the Marianas, Gilberts, Bonins and Marshalls. There still are 120 Japs in the Marianas and 649 in the Philippines, all held in connection with war crimes.

Civilians Honored

In recognition of their outstanding services to the Navy, three civilians have received awards from the President. The awards, presented by AstSecNav W. John Kenney in ceremonies at the Navy Department, were given to the following:

• Dr. John Von Neumann, a member of the staff of the Institute of Advanced Study at Princeton University, was presented the Medal for Merit, highest civilian award, for his "outstanding devotion to duty, technical leadership, untiring cooperativeness, and sustained enthusiasm," during the period from 9 July 1942 to 31 Aug 1945.

• James K. Penfield, assistant chief of the Division of Far Eastern Affairs, State Department, received a Certificate of Merit for furthering operations of the Navy and Coast Guard in Greenland during his tenure as the first American Consul to Greenland from April 1940 to October 1942.

• Henry R. Sutphen, executive vice president, Electric Boat Company, was awarded a Certificate of Merit for his contributions in developing and producing motor torpedo boats.



SPRING HAT to end all spring hats is this sun helmet complete with built-in two-tube radio made by two students.

Pearl Attack Planner Dies

Allied military justice was cheated by death in Tokyo, when former Japanese Fleet Admiral Osami Nagano, who had admitted "full responsibility" for the Pearl Harbor sneak attack, died in Sugamo Prison of acute bronchial pneumonia.

Admiral Nagano, second war crimes defendant to die since the trial began last June, was chief of the Japanese Naval General Staff at the time Pearl Harbor was attacked. He had been charged with planning and executing the war in the Pacific, organizing the Indochina invasion, mass murder, and mistreatment of prisoners of war.

Reserve Officers Association

Membership in an organization which has dedicated itself "to cooperate with the constituted governmental authorities of the United States in maintaining an efficient Naval and Marine Corps Reserve and in advancing the effectiveness of the Naval Service as a whole," is open to active, inactive and retired officers and warrants of the Reserve of the Navy, Marine Corps and Coast Guard.

The Naval Reserve Officers Association, founded in 1919, has stated such memberships may be obtained through local chapters or by writing direct to the National Secretary, NROA, 1142 North Meridian St., Indianapolis 6, Ind. National annual dues are $2 for active members, and chapter dues are in addition to this.

National President is Capt. George W. Akers of Detroit.

Landing Aids

Bad weather is a decreasing factor in aviation—military, commercial and civilian—according to the results of tests performed jointly by the Bureau of Aeronautics, the Civil Aeronautics Administration and the Army Air Forces at the Landing Aids Experimental Station, Arcata, Calif.

These tests have determined that a combination of three landing aids now in existence and actually in practical use makes it possible for even inexperienced pilots to make normal landings under the worst of fog or bad visibility conditions, if the plane has two-way radio.

The three landing aids include either Ground Controlled Approach or Instrument Landing System, used with high intensity runway lights and FIDO (Fog, Intensity, Dispersal of). They allow the pilot of any plane to make a normal approach to a stormbound field from a distance of 30 miles or more, make normal letdown and glide, and land visually.

Use of GCA is favored by the Navy over Instrument Landing System because GCA requires no special equipment within the plane beyond the normal two-way radio. Instrument Landing System has the advantage that it requires fewer trained ground personnel and is operated by the





SAILOR FARMERS on Guam are instructing natives in modern agriculture methods on farms set up by the United States Naval Government. The farm ducks get fed, left. At right: pigs homeward wend their contrary way, driven by sailor.

plane's pilot with equipment within the plane.

In the use of either system, however, the location of the plane with relation to the landing runway is determined at a distance of about 30 miles from the field and the pilot is guided to within a few feet of the ground by electronic instruments.

While the approach is being made, FIDO, under control of the tower operators at the field, is lit off and the ceiling immediately above the runway in use is burned clear by the heat from high pressure gasoline jets lining it.

Finally, as the plane comes close to the runway, the high intensity runway and boundary lights, in the accepted CAA color pattern, are turned on to further combat bad visibility and the pilot is able to make a visual, contact landing.

Under the GCA system, an approaching plane is picked up on special directional radar equipment and a trained crew of ground operators is able to determine its exact position with relation to the normal approach path for the field. Directional and altitude corrections are relayed to the pilot through voice radio by an approach officer, and the plane is brought to within 50 feet or less above the runway.

With the Instrument Landing System, ground-originated directional radio signals are converted to a visual reading on a single instrument in the plane's cockpit which tells the pilot the direction or altitude he is off the normal approach. Again the pilot is guided to within a few feet of the runway.

Neither system is considered fully reliable under extreme storm conditions but both are competent to aid pilots through very bad fog and bad visibility conditions. Both have been used under practical operating conditions and experimentally for some time.

Universal Military Training

The armed services are making plans for the eventuality that a system of universal military training for residents of the U. S. may be considered favorably by the Congress.

Naval planning is in a preliminary stage. It is assumed that under any system of universal military training the trainees would be assimilated into the naval training establishment much as "boots" are now started on their naval careers. On completion of recruit training, some trainees would go to aviation and non-aviation technical school training, and some would go direct to shipboard training.

It is planned that when the trainees have been in service six months, occupied as outlined above, a number of options will be offered to each trainee. These options are designed to allow trainees to complete one year's training obligation in one year of actual service or during a longer period of "part time" service in the Reserve or other organization.

The Navy supports Army plans for universal military training, with minor modifications. The Army has set up an experimental unit at Fort Knox, Ky., to train some 800 newly enlisted recruits in a system similar to that which might be set up under a universal military training law.



BOX CAMERA used for snapshots was never like this Navy K-20 aerial camera, says visitor aboard USS Kearsarge.

To General's Rank

The President has approved the selection of seven Marine Corps colonels for temporary promotion to the rank of brigadier general, it was reported in Alnav 626-46 (NDB, 31 December). Selections were made by two boards, both headed by Lt. Gen. Roy S. Geiger, USMC.

The officers, and their duties at time of selection, follow:

Col. Merritt B. Curtis, USMC, Disbursing Branch, MarCorps Headquarters, Washington, D. C.; selected for duty with the Supply Department, MarCorps.

Col. Fred S. Robillard, USMC, MarCorps Headquarters, Washington, D. C.; also selected for duty with the Supply Department.

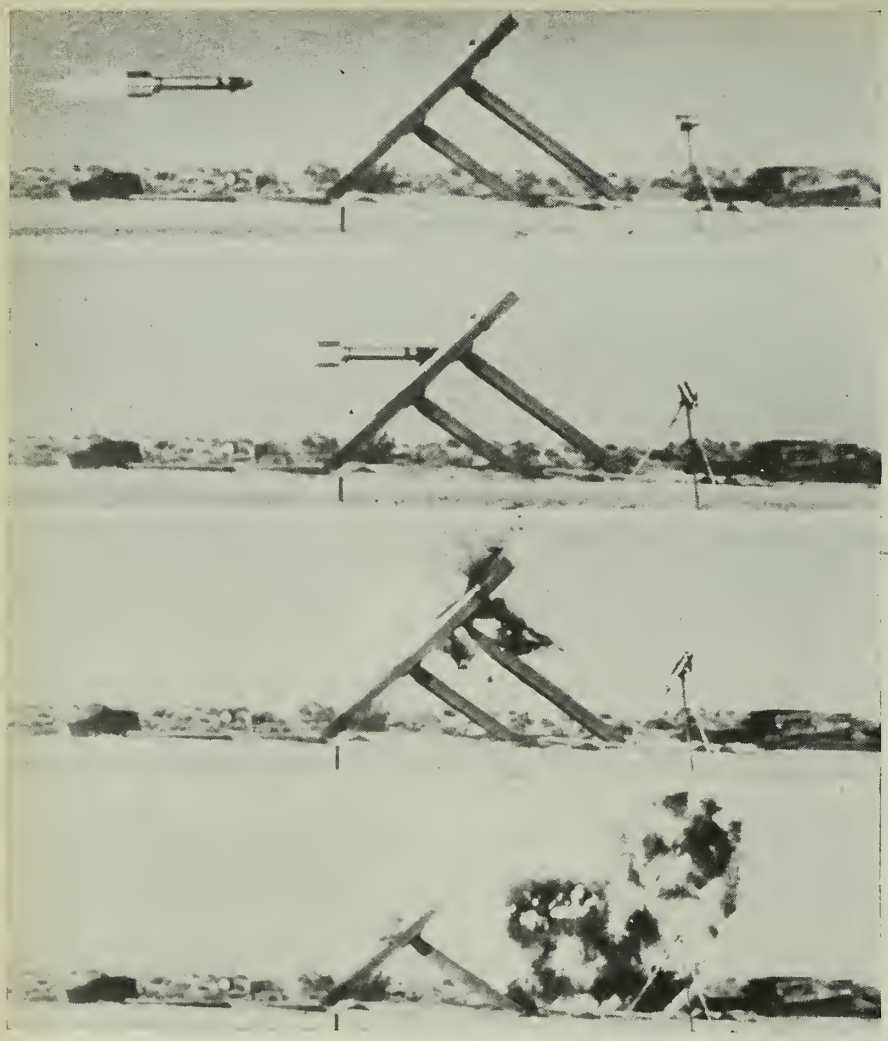
Col. Henry D. Linscott, USMC, Fleet Marine Force, Pacific.

Col. Dudley S. Brown, USMC, Staff, National War College, Washington, D. C.

Col. Robert H. Pepper, USMC, Personnel Department, MarCorps Headquarters, Washington, D. C.

Col. Edward A. Craig, USMC, Training Command, PhibPac.

Col. Vernon E. Megee, USMC, Staff, National War College, Washington, D. C.; selected for duty with MarCorps aviation.



TINY TIM smashes through three inches of armor plate. The Navy's new 11.75 rocket here approaches, hits, pierces and explodes in tests at Inyokern, Calif.

Unpacific Pacific

The Pacific, Webster's definition notwithstanding, can be anything but calm, peaceful or tranquil, as sailors at Palmyra, Hawaii, the Aleutians and Alaska discovered.

A severe storm, of the sort which frequently hampered naval operations during World War II, springing up off the Japanese coast, last month lashed out at two and a quarter million square miles of the Pacific. Then it faded off into the Arctic wastes. Before leaving, it battered installations in Hawaii and the northern Pacific, and drove waves entirely across tiny Palmyra Atoll, 1,000 miles southwest of Hawaii.

But that wasn't all. Mother Nature, not content with that rampage, put the spark to Akutan Volcano, a 4,100-foot peak six miles from a native village in the Aleutians. The volcano erupted with orange flames playing above the crater and lava flowing down the mountain's side.

The flooding of Palmyra, whose 250 acres is composed of more than 50 islets none more than six feet above sea level, evoked a request by the island commander for the evacuation of more than a hundred service personnel and civilians stationed there. However, failing tides left the atoll debris-strewn but habitable, and its inhabitants declined evacuation to attend a movie while awaiting another expected inundation which never came. There were no casualties, and all were reported to be in fine health and spirits.

Waterfront installations, beach homes, roads and communications on the windward shores of the Hawaiian Islands were badly damaged by high waves which caused hundreds of thousands of dollars damage, but no casualties. Waves smashed 40 feet high over the breakwater at Hilo.

Although the storm damage in the Aleutians was placed at $250,000, no lives were lost. Hardest hit was the Naval Air Facility at Attu, where winds reached an average of 110 miles an hour, with gusts up to 135 miles.

The volcano eruption on Akutan Island, about 40 miles east of Dutch Harbor, caused the commandant of the 17th Naval District to dispatch an auxiliary tug to Akutan Harbor to evacuate the villagers if necessary or give any other aid.

Mine Sweepers for Sale

Ninety-seven motor mine sweepers of the YMS and PCS types have been offered for sale at $15,000 each by the U. S. Maritime Commission. The ships will be sold "as is, where is" at Claremont, Va.; Charleston, S. C.; San Pedro, San Diego, Suisun Bay, and Mare Island, Calif.; and at Seattle, Wash.

The mine sweepers, credited with a vital role in the late war, are adaptable to many peacetime uses. Constructed of wood, the vessels were built to standard Navy design during the war. They have a 136-foot length, 24-foot beam and 6-foot draft. Gross tonnage is about 300.

Main feature of the craft is its extreme maneuverability due to its high speed, direct drive and two 500 horsepower directly reversible diesel engines.

Pilot Ejector

Ever put your hand out the window of your car when you were traveling 50 miles an hour?

Then you know the pressure of the wind and how it can buffet your hand.

Increase the speed to 250 miles an hour and more, imagine jumping from a plane and you get the idea of what would happen to a pilot if he had to bail out at that speed. Remember also the danger of being blown into the rear of the plane.

With that in mind, the Navy started work on a pilot ejection seat which would get the pilot away from his plane, should he have to resort to parachute at jet plane speed. Don't get the idea that the Navy envisages every jet or rocket plane flight as a ticket to a parachute jump because the Navy doesn't send men aloft in planes unless it is pretty sure the planes will fly right. Like all safety appliances, the pilot ejection seat is designed for use only when something goes wrong to the extent that the pilot has to bail out.

Today, the conventional bail-out speed is about 120 miles an hour. At higher speeds, with conventional parachutes, the chances of getting out safely become increasingly limited. Yet a Navy airman bailed out of a plane at 250 miles an hour.

He was blasted out of a JD-1 by means of an ejection seat which received its power from two charges of powder. A 40-inch piston took the impact of the explosion and pushed him into the air, with enough force to clear the plane's tail surfaces. Once clear, a parachute attached to the seat fluttered open. In this case, the parachute failed to open fully and he had to use an auxiliary 'chute for the descent.

BuAer's Airborne Equipment Division started work on the ejection seat several months ago after receiving German technical papers which revealed the Germans were on the way to solving the problem of saving pilots' lives when they had to leave high-speed jet fighters. The division also

received reports of English experiments with the seats.

Working in close cooperation with the Army Air Forces, which has developed a seat with one explosive charge, technicians of the Airborne Equipment Division went over the plans and documents. They decided to develop a seat using two powder charges.

They discovered that the Germans had injured several of their experimental personnel, who had been recruited from prisoner-of-war camps, in testing the one-charge ejection seats. It was found that the charge blasted the subjects from the plane without making allowance for body structural weaknesses. In some cases the charge compressed the spine enough to cause permanent injury.

In the Navy's improved seat, the first charge starts the seat from the plane and a second charge, just a moment later gives it momentum to clear the plane without putting all the "push" in one charge. Because of this, the spine is able to contract more gradually and the danger of injury is greatly lessened.

The Army and Navy have jointly developed their respective ejectors with collaboration and interchange of information. Both types would have been tested by either service, had not this collaboration been present.



MARINE RETRAINEES hit beach near Camp Peary, Va. Amphibious landings, long hikes and field problems over rugged terrain are on retraining agenda.

Exhibit Makes Tour

A U. S. Navy mobile exhibit, designed to stimulate interest in the Naval Reserve recruiting program, is making a 4,200-mile trip through 14 southeastern and southcentral states.

The exhibit, which has a snappy red, white, and blue color scheme, consists of five large vans and a sound movie projection truck. It departed from Washington, D. C., opened in Richmond, Va., and from there is proceeding to 37 other cities, going as far west as Shreveport, La. It will be on the road approximately six months.

The two largest vans, with fluorescent interior illumination, contain displays of general interest furnished by BuMed, BuSandA, BuDocks, BuAer, BuOrd and BuShips.

Located on an open semi-trailer is an Mk 14 torpedo, one side of which has been cut away and covered with plexiglas. The torpedo's mechanism can be put into operation, enabling spectators to get a view of interior working parts. Also included is a .50 caliber automatic aircraft gun turret, "The Bat" (a guided missile), and several late types of Navy aircraft rockets.

Housed by two large trailers is an SP-1M Radar unit which will be put into operation for the public.

Movies pertaining to Navy life, and an occasional cartoon, are projected onto the side of one of the large vans each night as an added attraction.

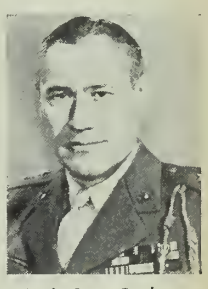
The exhibit is manned and operated by 21 men.



EMPEROR WORSHIPPERS still, a soldier of Japanese Army and a Hokkekyo priest pay homage to their "Son of the Sun" in front of the Imperial Palace.

FMF, Atlantic

The Atlantic Fleet Marine Force, composed of a striking force of ground troops and supporting aviation units to operate under the Atlantic Fleet, was activated under command of Maj. Gen. Keller E. Rockey, USMC, with headquarters at Camp Lejeune, N. C. The organization parallels the FMF, Pacific.



Maj. Gen. Rockey

The ground troops include the Second Marine Division, veterans of Tarawa, Saipan, Tinian, Okinawa, and the occupation of Japan.

Aviation elements of the Fleet Marine Force, Atlantic, include units formerly operating with the Second Marine Air Wing. Headquarters of the aircraft command was initially located at Marine Corps Air Station, Cherry Point, N. C.

Gen. Rockey was commissioned in 1913 and served in Nicaragua, Haiti, and France. He commanded the Fifth Marine Division at Iwo Jima and later was Commanding General of the Third Amphibious Corps in China. Prior to assuming command of the Fleet Marine Force, Atlantic, he was Commanding General, Department of the Pacific.

All-Navy Program Is Boosting Local Sports Activities

Navy teams aboard ships and stations have begun shooting for the moon, with the announcement of postwar All-Navy sports championships, the first of which — basketball — will be played at Great Lakes, Ill., the latter part of March.

Up from hangar-deck scrimmages and back-lot scuffles to the championships will come top Navy teams from commands all over the world. With the All-Navy crown in sight, PCs and battlewagons, island outposts and big air stations have shown an upsurge of local sports activity. Basketball is the immediate interest, but All-Navy tournaments will be played in several other sports this year as well.

Three recent circular letters, by the way, have announced policy and administrative procedures in the Navy's new sports program. Underlying sports-for-all policy will be found in BuPers Circ. Ltr. 276-46 (NDB, 15 December); announcement of the postwar All-Navy championships was in BuPers Circ. Ltr. 283-46, and announcement of athletic gear repair facilities at the Disciplinary Barracks, Terminal Island, was given in BuPers Circ. Ltr. 284-46, (both in NDB, 31 December).

Reports from the Fleet attest to the growing emphasis on sports.

Carrier Crew Active

USS *Midway* (CVB 41) expects at least 75 per cent of the crew to have taken part in the ship's sports-for-all program by the end of this winter season. Emphasis has been on an intramural program, with division league play even at sea (which is okay, if you're a carrier). *Midway* is sponsoring varsity squads in basketball and baseball, with the latter boasting, thus far, a 15-won, 5-lost record.

Intramural leagues are in the midst of basketball, volleyball and bowling seasons. Prospects are for the varsity basketball squad to sharpen up on college, station and fleet teams in the Tidewater Virginia area before the All-Navy championships, if the ship stays in port.



INTERNATIONAL basketball as played when the FDR's team met the Athens All Stars in Greece during cruise.

'China Bowl' Planned

USS *Helena* (CA 75) was a leading contender for "China Bowl" football honors, in a seven-team service football league centering around Shanghai. The clubs have been playing to around 1,500 spectators at the Shanghai race course on week ends. Natives of the area, of course, think the yelling American crowds must be more than a little crazy. Maybe that's because the current price of hot dogs is nearly a bushel of Chinese dollars.

DD's Men Like Baseball

USS *Zellars* (DD 777) is concentrating on baseball every time a team can get ashore, after a successful season up and down the Atlantic Coast in that sport. Recreation funds have been used for purchase of new equipment, and the outlook is good for the new year, with no transfers expected among last season's regulars who won 18 out of 22 contests in ports from Newport to Casco Bay.

Play in Shore League

A "hot stove" correspondent recalls that the diamondmen of USS *Yosemite* (AD 19), encouraged after taking over every ship in the Casco Bay area last season (they won 11 straight), shot a little too high and entered the Island Tournament on Peak's Island near Portland, Me. They lost both of their tournament starts by margins of one run in each game. Close, but no cigar.

Ship Docked, Crew Plays

The nearly 500 officers and men aboard USS *Mississippi* (AG 128) took advantage of a long availability in the Norfolk area to field teams in Tidewater leagues. Pistol, bowling and basketball teams are in the midst of winter competition, after successful softball, baseball and football seasons. The *Mississippi* fielded the only service football team in the Tidewater Amateur Athletic League.

FMF Tops Grid List

The Fleet Marine Force, Pacific, wound up the football season on top of the heap in the active Marine Corps league in the Hawaiian area. The FMF varsity was sparked by a Navy dentist, Lt. (jg) Lee Horvath, former Ohio State All-American. A season record of six wins and one loss (to NAS, Pearl Harbor) left the FMF gridders in second place in the Oahu All-Service Football League, of which the NAS club was the undefeated league champion. In their seven games, the leathernecks piled up 233 points to 38 scored by their opponents.

North China Champs?

Until a better claim comes along, USS *Sierra* (AD 18) is the fleet baseball champ in the North China area (undisputed in the Tsingtao area, the ship claims). The *Sierra* ball club won 42 of 45 starts, for about the highest season average we've ever heard of.

'Big Moose' on *Princeton*

Seventeen years of professional baseball, including three World's Series on the pitching staff of the Philadelphia Athletics, are behind Comdr. George L. Earnshaw, USNR, gunnery officer aboard USS *Princeton* (CV 37). The "Big Moose" is not playing these days, but the *Princeton* ball club boasts a 16 won, 4 lost record anyway, all against teams in the Asiatic station.



Comdr. Earnshaw

The *Princeton* has exploited the distinct advantages of being a CV. The long flight deck has seen plenty of track, touch football and softball, and the hangar deck is used for boxing, table tennis, volleyball, handball and basketball.

Speaking of boxing, the *Princeton* has found that an elevator makes an ideal ring, roped off and raised off the hangar deck a few feet. *Princeton* leather-throwers, by the way, are claiming the "smoker" championship of Task Force 77, having won 6, lost 0.

The *Princeton*, with upwards of 1,200 men taking part in some form of athletics aboard, also has undertaken to invite the crews of smaller ships aboard for a day's play, from time to time.

San Diego Association

A reunion in New York City of former officers who served on USS *San Diego* attracted 21. The former navigator, Charles Wormser, was elected to head a new association to be known as the USS *San Diego* Association.

The first resolution passed by acclamation was that all hands who ever served on the ship be invited to join. Letters will be sent to every man of whom there is record. The former communications officer, Warren Heller, was named secretary. It was requested that all ex-*San Diego* sailors communicate with Warren Heller, Mount Kisco, N. Y., for further information.





NAVY'S NEW electronic flash unit stops cards in air and birds in flight because of its brilliance and short duration.

SUPERSPEED SNAPSHOTS

SHUTTERS clicking and flash bulbs blazing, the Naval Photographic Service continues unabated an intensive research program designed to develop newer, better methods of photography for the Navy (see ALL HANDS, September 1946, p. 10).

Recent work in the field of electronics has produced an ultra high-speed flash lamp, with which Navy photographers are being outfitted. The new electronic flash equipment features compactness, minimum weight, and speed of operation. It weighs only 11 and a half pounds, can fire 4,000 flashes without changing batteries, and will operate at three-second intervals—faster than the average photographer can snap pictures.

In the past, photographers using flash equipment had to carry around quantities of flash bulbs—that is, at least one for each picture taken. With an apparent eye to the size of the sailor's pockets, designers of the new unit have utilized a repeating flash bulb good for 10,000 photographic flashes. In performing this feat, the bulb uses less electric current than an average light bulb burning for a day.

Because the duration of the flash is only 1/10,000th of a second, mechanical shutters are open many times longer than the actual flash. This poses no problem, however, because the flash of light is so brilliant that light entering the shutter before and after the bulb is triggered has little effect on the negative.

The high-speed unit consists of three parts: the power pack which provides 2,000 volts to the lamp, a connecting electrical cord, and the lamp and reflector. Built into the reflector is a small pilot light which automatically illuminates when the power unit re-cycles after use, which indicates to the photographer that the lamp once again is ready for use.

Navy photographic research personnel are adapting the principle of the new flash unit to Trivision, the Navy's revolutionary new third dimensional photography, and to shipboard enlargers. In Trivision, the light will be used in a special printer; in shipboard enlargers its use will permit making enlargements without the disadvantage of vibration.

The three-dimensional photographic process known as Trivision has been the subject of extensive naval research for the past six years. In July 1945, the Naval Photographic Service sponsored a specialized research and development program in connection with the invention, because late developments in its techniques showed that Trivision had military importance in many fields. It would produce photos true to life in depth, with a single lens, and could be used for photography outdoors in natural light or indoors with a flash bulb. Since 1945, complete Trivision experimental equipment has been under construction at the Navy Aeronautical Photographic Experimental Laboratory, Philadelphia Naval Shipyard.



HERE'S NEW unit, with power pack at the left, flash lamp, camera and the connecting coaxial electric cord.

The Trivision process is unique in that it produces pictures having three dimensions (length, width, and depth) without the use of supplementary viewing gadgets.

The minute lenses upon the surface become an integral part of the camera optical system when the picture is taken. The completed film, viewed against the light through its ridged surface, shows an image which projects into space before and beyond the film. The image appears as solid as the subject itself. The observer will discover that upon moving his head he actually can see partially around and beyond objects as he would in nature.

Work is nearing completion on a lenticulating press to emboss the minute ridges upon the film surface, a single lens Trivision camera, and a special enlarger printer. The inventor hopes for an adaptation of his technique to lithographs. Because Trivision photographic prints must be made on a transparent plastic, he believes that it will be adaptable also to the movies.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Medal of Honor Awarded to Marine Ace

"For conspicuous gallantry at the risk of his life," Marine Ace Capt. Jefferson J. DeBlanc of Saint Martinville, La., was presented the Congressional Medal of Honor by President Truman.

Capt. DeBlanc, who became an ace by shooting down five enemy planes in one day, also holds the Distinguished Flying Cross, five Air Medals and the Purple Heart.



Capt. DeBlanc

He was awarded the nation's highest military medal for his aerial attacks against Japanese planes in the Solomons on 31 Jan 1943, where he was leader of a section of six planes in MarFitRon 112.

Taking off with his section as escort for a strike force of dive bombers and torpedo planes ordered to attack Japanese surface vessels, Capt. (then Lt.) DeBlanc led his flight directly to the target area where, at 14,000 feet, our strike force encountered a large number of Japanese Zeros protecting the enemy's surface craft. In company with the other fighters, he instantly engaged the planes and countered their repeated attempts to drive off our bombers, persevering in his efforts to protect the diving planes and waging fierce combat until, picking up a call of assistance from the dive bombers under attack by enemy float planes at 1,000 feet, he broke off his engagement with the Zeros, plunged into the formation of float planes and disrupted the attack, thus enabling our dive bombers and torpedo planes to complete their runs on the Japanese surface ships and to withdraw without further incident.

Although his escort mission was fulfilled with the safe withdrawal of the bombers, Capt. DeBlanc remained at the scene despite a rapidly diminishing fuel supply and, challenging the enemy's superior number of float planes, fought a valiant battle against terrific odds. He destroyed three of the enemy planes and dispersed the others.

Prepared to maneuver his damaged plane back to base, he discovered two Zeros closing in behind. He opened fire and downed both planes in a short, bitterly-fought action which resulted in such hopeless damage to his own plane that he was forced to bail out at a perilously low altitude on enemy-held Kolombangara.

Division 12 Wins Commendation for Battles in Pacific

The four ships in CruDiv 12, USS *Cleveland* (CL 55), USS *Columbia* (CL 56), USS *Denver* (CL 58), and USS *Montpelier* (CL 57), have been awarded the Navy Unit Commendation for outstanding heroism in action against enemy forces in the Pacific in November of 1943.

The action for which the division was commended took place off Empress Augusta Bay on the night of 1 Nov and the morning of 2 Nov 1943. CruDiv 12 opened fire promptly upon interception of a formation of 12 hostile surface vessels on a course set for the Bay and threatening our newly established beachhead. Operating at high speed and maneuvering violently under constant fire and sporadic shell fire illumination, the ships confused and disorganized the enemy, throwing off his fire control calculations, and by the fierce and relentless blasts from their own batteries, destroyed one Japanese cruiser and one destroyer, inflicted severe damage on two additional cruisers and two destroyers with only minor damage to their own units. During their withdrawal, without fighter protection, they were attacked by an overwhelming aerial force of high level and dive bombers with fighter escort, but they sent up an umbrella of 5-inch bursts, accurately finding their targets through the shrapnel-filled air, and forced the Japanese to retire with heavy losses.

Rear Admiral A. S. Merrill, USN, of Natchez, Miss., was commander of the division during the period for which it was cited, and Capt. William D. Brown, USN, of Coronado, Calif., was his Chief of Staff. The commanding officers of the individual ships were: USS *Cleveland,* Capt. Andrew G. Shepard, USN, Rochester, N.Y.; USS *Columbia,* Rear Admiral (then Capt.) Frank E. Beatty, USN, of Belvedere, Calif.; USS *Denver,* Rear Admiral (then Capt.) Robert P. Briscoe, USN, of Liberty, Miss.; and USS *Montpelier,* Commodore Robert G. Tobin, USN, of Danville, Va.

Philadelphia, Honolulu and St. Louis Honored

Three cruisers, USS *Honolulu* (CL 48), USS *St. Louis* (CL 49, and USS *Philadelphia* (CL 41), have been awarded Navy Unit Commendations for actions in which they participated during the war.

The commendation was given the *Philadelphia* for its outstanding heroism in the Mediterranean Theater from 9 July to 19 Sept 1943. The cruiser was a pioneer of close naval support which marked a new era in amphibious warfare. She operated continuously within bombing range of hostile air bases and along enemy coasts, and in mined waters, with the added menace of submarines and E-boats. She served with ready fire in the assault against the south coast of Sicily and Salerno and in the defense of beachheads. She also delivered supporting fire for the Seventh Army advancing against Porto Empedocle, Arigento, and Messina, and other fortified ports and positions on the northern coast of Sicily.

Although without adequate fighter cover, she not only withstood repeated air attacks from the enemy, but also accounted for 16 planes downed without sustaining any disabling damage herself. She served with distinction in five major amphibious assaults in the face of close-range enemy aircraft, heavy shore batteries and numerous underwater obstacles.

Rear Admiral (then Capt.) Paul Hendren, USN, of Terminal Island, Calif., was CO of the cruiser during the operation.

The *Honolulu* won its commendation for its action against the Japanese during the Battle of Tassafaronga, 30 Nov 1942; the Battles of Kula Gulf and Kolombangara, 5 and 13 July 1943; and operations at Leyte and Palau, 12 Sept to 20 Oct 1944. Fighting gallantly in the night action at Tassafaronga, the *Honolulu* sank one enemy destroyer and, while avoiding enemy torpedoes, assisted in defeating the remaining units of the hostile force in their mission of landing supplies and troops at the base. During the Solomon Islands campaign, she led a task force in frequent high-speed night sweeps and assisted in sinking one cruiser and two destroyers and in damaging five more destroyers. As part of the surface forces supporting our invasion of the Southern Palau Islands and Leyte, the *Honolulu* bombarded Japanese installations which threatened our transports and fur-

7 Cruisers Awarded NUC for Heroic Action



USS St. Louis (CL 49)



USS Philadelphia (CL 41)



USS Honolulu (CL 48)



USS Columbia (CL 56)



USS Montpelier (CL 57)



USS Cleveland (CL 55)

nished excellent close-in support for the landing and advances of our troops.

Commanding officers of the *Honolulu* during the respective periods covered by the citation were Rear Admiral (then Capt.) Robert W. Haylor, USN, Newport, R.I., and Capt. Henry R. Thurber, USN, Washington, D.C.

The *St. Louis* was commended for action against Japanese forces during the Battles of Kula Gulf and Kolombangara from 5 to 13 July 1943; the Philippine campaign, from 15 to 28 Nov 1944; and the Okinawa campaign, from 25 March to 28 May 1945. Steaming up the Slot with her task force shortly before midnight on 5 July to intercept the Japanese on their nightly run from Bougainville, the *St. Louis* met and engaged an enemy force of cruisers and destroyers, sinking or severely damaging a majority of these ships. In another furious night engagement off Kolombangara Island a week later, she assisted in damaging or destroying five more ships of the Japanese force.

Constantly attacked by suicide planes while covering Surigao Strait and the Leyte Gulf landings, she rendered fire support to our assault forces, and, although severely damaged on 27 November during a Kamikaze attack, continued in action after decisively routing the enemy with heavy losses. As part of the expeditionary force during the Okinawa operation, she again provided sustained close-in bombardment and gunfire support and, despite the constant threat of attacks, emerged from the campaign unharmed.

Commanding officers of the *St. Louis* during the respective dates covered in the citation were: Capt. Colin Campbell, USN, Arlington, Va.; Capt. Ralph H. Roberts, USN, Washington, D.C.; and Capt. John B. Griggs, Jr., USN, Elizabeth City, N.C.



USS Denver (CL 58)



NAVY CROSS

First award:

★ ARMOUR, Thomas E., Lt. (jg), USNR, Garfield Heights, Ohio: As pilot of a torpedo plane in Air Group 20, attached to USS *Enterprise*, Lt. (jg) Armour demonstrated expert airmanship in action against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944. Even though he was confronted with intense enemy antiaircraft fire, he pressed a vigorous attack against an enemy aircraft carrier and scored a direct hit. This was of great assistance in the sinking of a large unit of the Japanese Fleet.

★ COCHRAN, Jack C., Lt.(jg), USNR, Dinuba, Calif.: As pilot of a torpedo plane in TorpRon 14, attached to USS *Wasp*, Lt. (jg) Cochran took part in action against major units of the Japanese Fleet during the first Battle of the Philippine Sea on 20 June 1944. He effectively attacked six enemy oilers and, expertly maneuvering his plane at an extremely low altitude despite enemy fighters and fire, scored three direct hits on a large enemy tanker, contributing materially to the destruction of the ship in a mass of explosion and flame. He piloted his plane through the darkness to a safe landing on board a friendly carrier.

★ COLEMAN, Edward J., Pfc., USMCR, Ogdensburg, N. Y. (posthumously): While serving with Co A, 1st Batt, 26th Marines, 5th MarDiv, Pfc. Coleman served heroically on Iwo Jima on 22 Feb and 7 Mar 1945. Landing with his company late on D-Day, he pressed forward against savage resistance, on one occasion crawling well ahead of the front lines to a strategic location where he launched a rocket and grenade attack and quickly eliminated a machine gun nest that had halted his company's advance. Again on 7 March, waging a terrific battle as his unit steadily penetrated the Japanese defenses, he risked his life when his company was again pinned down by the enemy's fire. He infiltrated the Japanese lines to reach an extremely dangerous position. Instantly attacking with grenades, he knocked out enemy guns, killed several of the Japanese and completely demoralized the Japanese forces before he himself was struck down.

★ DASPIT, Lawrence R., Capt., USN, Houma, La.: As CO of the USS *Tinosa* during a patrol in Japanese-controlled waters, Capt. Daspit maneuvered his ship into a favorable position to strike at enemy shipping. He launched a bold attack in the face of heavy and persistent countermeasures, to sink four Japanese vessels totaling over 18,000 tons and to inflict damage to an additional 7,000-ton ship. Although the *Tinosa* was severely depth-charged during the course of his attack, Capt. Daspit directed his vessel and succeeded in bringing her to port without serious injury to the ship or crew.

★ DAVIS, Cecil B., Jr., Corp., USMC, Birmingham, Ala. (posthumously): As a squad leader serving with Co G, 2nd Batt, 1st Marines, 1st MarDiv, Corp. Davis participated in action against Japanese forces on Okinawa on 8 May 1945. After volunteering to lead tanks against two enemy machine guns directing enfilade fire against his company from a cave, he realized that due to the terrain the tanks were unable to take suitable positions. Quick to act in the face of tremendous odds, he went forward alone, advanced upon the positions under heavy fire, destroyed the guns and killed their crews with hand grenade fire. Returning to his company and organizing a small band of volunteers, he attacked and destroyed another machine gun before he fell, mortally wounded.

★ DAVIS, William E., III, Lt., USNR, Ankler, Pa.: As pilot of a fighter plane in FitRon 19, attached to the USS *Lexington*, Lt. Davis took part in action against Japanese surface units during the Battle for Leyte Gulf on 25 Oct 1944. In a strike against the units, he plunged through a barrage of antiaircraft fire to deliver a strafing and bombing raid against an enemy aircraft carrier. During this action he maneuvered his plane at a dangerously low altitude and released a bomb against the carrier, leaving her burning and in a sinking condition.

★ DEMOSS, Charles W., Lt., USN, Berkeley, Calif.: As pilot of a fighter-bomber in FitRon 18, attached to the USS *Intrepid*, Lt. DeMoss participated in action against ma-

★ DECORATIONS

Navy Cross (Cont.)

jor units of the Japanese Fleet during the Battle for Leyte Gulf on 24 Oct 1944. Diving from a high level through a curtain of antiaircraft fire, Lt. DeMoss scored a 500-pound bomb hit on the fantail of a radically maneuvering *Kongo* class battleship, damaging the superstructure, crushing the rudder and propellers and forcing the ship to retire from the battle.

★ DENHAM, Glenn W., Lt.(jg), USNR, Williamsburg, Ky.: As a pilot of a fighter plane in FitRon 20 attached to the USS *Enterprise*, Lt.(jg) Denham took part in search and attack operations against Japanese forces in the Battle for Leyte Gulf on 24 and 25 Oct 1944. He withstood withering antiaircraft fire to launch a devastating rocket attack on Japanese Fleet units and inflict extensive damage on an enemy destroyer and, continuing his same tactics the following day, succeeded in scoring a hit on a Japanese battleship.

★ DUNCAN, Jack H., Rear Admiral (then Capt), USN, Tacoma, Wash.: As CO of the USS *Phoenix* Rear Admiral Duncan participated in action against major units of the Japanese Fleet during the Battle of Surigao Strait on 25 Oct 1944. With the U. S. cruiser units deployed in a flanking maneuver as our destroyers initiated a series of torpedo attacks against a column of Japanese battleships, cruisers and destroyers advancing toward our forces, he maneuvered his vessel into striking position on the enemy's right flank and, directing his powerful gun batteries with precise timing in a sudden, smashing bombardment attack, aided in routing the enemy and in sinking two Japanese battleships and three destroyers.

★ FOLSOM, John G., Corp., USMCR, Taylor Falls, Minn.: As a member of an assault squad serving with Co F, 2nd Batt, 26th Marines, 5th MarDiv, Corp. Folsom took part in action against Japanese Forces on Iwo Jima on 26 Feb 1945. He took the initiative when his company was held on a low ridge by heavy machine gun fire emanating from two strategically placed pillboxes and, crawling forward alone in the face of direct fire, destroyed both installations with blasts from his rocket launcher. Instantly assailed by exploding hand grenades hurled from an enemy-held cave in the rear, he defied the fighting cave garrison to fire his remaining rockets into the mouth of the cave and then advanced and attacked with grenades and carbine fire, destroying the enemy position and



Lt.(jg) Armour



Lt.(jg) Cochran



Pfc. Coleman



Copt. Daspit



Corp. Dovis



Lt. Davis



Lt. DeMoss



Lt.(jg) Denhom

routing the defending Japanese into the open.

★ GLYNN, James M., Lt. USNR, Reno, Nev.: As pilot of a plane in BomRon 20, attached to the USS *Enterprise*, Lt. Glynn took part in action against the Japanese Fleet in the Battle for Leyte Gulf on 24 Oct 1944. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied barrages of antiaircraft fire to dive low over the warships and release his bombs at a low altitude. He scored direct hits on the enemy warship and started fires which caused extensive damage.

★ HOEFFEL, Kenneth M., Capt. (then Comdr.) USN, Washington, D. C.: In action against Japanese forces, Capt. Hoeffel served as Commander, Inshore Patrol, 16th ND, on board the USS *Mindanao* in the Manila Bay area from 11 to 31 Dec 1941. With the merchant vessels in Manila Bay subjected to repeated bombings by the Japanese shortly after the outbreak of the war, he immediately gathered his patrol units in the area and, with the antiaircraft fire of his vessels, repulsed the enemy's dive-bombing attacks. When approximately 80 of the merchant vessels had been safely evacuated to Australian waters, he concentrated his forces at the entrance of Manila Bay and patrolled those waters, continuing to engage the enemy on every contact and to resist numerous assaults by enemy horizontal and dive bombers. During the latter part of December, when all vessels were forced to seek the immediate protection of Corregidor and to anchor close inshore, he directed the units of the Inshore Patrol in landing their crews during the day and in carrying out their patrol duties after dark.

★ JOHNSON, Chandler W., Lt. Col., USMC, Highland Park, Ill. (posthumously): As CO of the 2nd Batt, 28th Marines, 5th MarDiv, Lt. Col. Johnson participated in operations against the Japanese on Iwo Jima from 19 Feb to 2 Mar 1943. Landing his force in the wake of an assault battalion on D-Day, he advanced his men against strong enemy resistance as they executed a difficult turning maneuver to protect the left flank of assault troops moving across the island and, completing this initial mission in a minimum of time, he pressed forward to penetrate the intricate network of fortifications circling the base of Mt. Suribachi. With Suribachi secured, he waged a drive northward to the sea, smashing seemingly impregnable Japanese defenses, fighting the enemy and annihilating them. On D-Day plus 11, he discovered that strongly-fortified, well-concealed Japanese forces were inflicting heavy casualties on his forward companies. Instantly proceeding to the front lines, he made his way among the besieged units, ordering corrective measures, rallying and reorganizing his fighters for renewed assaults. Although instantly killed by a bursting mortar shell as he moved from the right assault company to the adjacent company's observation post, Lt. Col. Johnson had inspired his men to heroic effort throughout the 12 days of conflict.

★ KINSELLA, William T., Comdr., USN, Vallejo, Calif.: As CO of the USS *Ray*, in action against the enemy during the fifth war patrol of that vessel in enemy-controlled waters from 9 July to 31 Aug 1944, Comdr. Kinsella was responsible for great damage to Japanese shipping. Opposed by intense hostile air cover and heavy enemy surface escorts, he executed a series of aggressive and persistent attacks against the enemy, sinking 36,400 tons and damaging an additional ship, totaling 18,400 tons. In addition, he unhesitatingly pursued the enemy despite severe countermeasures and shallow-water hazards. His expert ship-handling, inspiring leadership and gallant devotion to duty in the face of grave peril reflect the highest credit on Comdr. Kinsella.

★ KRAPF, Arthur E., Comdr. USN, Annapolis, Md.: As CO, Comdr. Krapf carried his submarine, the USS *Jack*, on her 5th war patrol in the Japanese controlled waters off the coast of Luzon and in the vicinity of Manila from 4 June to 14 July 1944. Despite enemy anti-submarine measures and counter-attacks, he carried out attacks on two heavily-defended enemy convoys, succeeded in sinking a large tanker and three freighters totaling approximately 25,000 tons and in damaging an additional three freighters totaling 12,000 tons. He displayed excellent tactical judgment in planning attacks and taking full advantage of the conditions of complete darkness and storm, added to the confusion of the enemy forces.

★ KRENZER, Leonard, 2d Lt., USMCR, Omaha, Neb. (posthumously): As Rifle Platoon Leader of Co E, 2d Batt, 9th Marines, 3d MarDiv, Lt. Krenzer fought against Japanese forces on Iwo Jima on 3 March 1945. Determined to force a break in the strongly organized enemy defenses, he led his platoon and a supporting tank in an assault on heavily-fortified positions and waged a furious battle, fighting closely in hand-to-hand combat and completely eliminating three pillboxes as he advanced approximately 150 yards beyond the battalion position. Confronted at this point with five more pillboxes, he again pushed forward against fanatic resistance, skillfully directed the fire power of his tank at the nearest installation, succeeded in destroying it completely and was moving to attack still another when he was struck and killed.



Reor Adm. Duncon



Corp. Folsom



Lt. Glynn



Capt. Hoeffel



Lt. Col. Johnson



Comdr. Kinsella



Comdr. Krapf



Lt. Krenzer

★ MEARS, Dwayne E., Capt., USMCR, Bakersville, Calif. (posthumously): As CO of an assault company attached to the 1st Batt, 28th Marines, 5th MarDiv, Capt. Mears fought against Japanese forces on Iwo Jima on 19 Feb 1945. Confronted by the enemy's solid, coordinated system of defenses shortly after hitting the beach in the initial assault wave, he led his units forward despite intense small-arms fire from the front and left flank for an early gain of 300 yards. Disregarding serious wounds, he rallied his two assault platoons and, armed only with a pistol, he charged the enemy fortifications, sweeping through the fiercely defended strong point and destroying the four stubborn installations. Struck by enemy fire for the second time during the last phase of the break-through to the west beach, he resolutely refused medical aid or evacuation, directing the movements of his men by arm and hand signals when his mortal wounds deprived him of speech, and otherwise persisted in his efforts until, his company's objective won, he was ordered to the rear by his battalion commander. He succumbed on the following day.

★ MURPHY, Henry F., Lt., USNR, Bristol, Conn.: As leader of an assault boat group, Lt. Murphy participated in the invasion of Southern France on 15 Aug 1944. With his craft completely demolished and three-quarters of the embarked crew either killed or wounded, he made every effort possible to rescue the men who had survived the disaster. Swimming to another assault boat in the formation, he directed the recovery of survivors and the clearing of incoming waves from the mined waters, carrying on with superb courage to save the lives of many assault troops and boat crews and divert succeeding traffic from danger areas.

★ NOBLE, Albert G., Rear Admiral, USN, Washington, D. C.: As commander of a naval task group, Rear Admiral Noble led his group in support of an amphibious landing operation against enemy forces on Wake Island in the New Guinea area on 18 May 1944. Improvising plans for an operation suddenly advanced in date because of the urgency of the mission, he led the combat ships, transports, and amphibious craft of his group into the poorly charted waters despite the constant threat of attack by enemy air, surface, and submarine forces concentrated in the area, and, closing his ships to point blank range, bombarded the enemy's powerful shore installations and landed the 163d regimental team in the face of bitter opposition.

★ PARKER, Robert B., Lt. USNR, Troupe, Tex. (posthumously): As pilot of a plane In BomRon 16, attached to the USS *Lexington,* Lt. Parker operated against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. In the face of enemy antiaircraft fire, he pressed home a dive-bombing attack on an enemy battleship and scored a direct hit on the vessel despite its evasive tactics. He contributed directly to the sinking of the enemy battleship and played a large part in aerial operations during this period of the Pacific war.

★ ROGERS, Lawrence D., Pfc., USMC, Perry, Iowa (posthumously): As leader of a demolition squad of the 3d Engineer Batt, 3d MarDiv, Pfc. Rogers participated in action against the Japanese on Iwo Jima on 12 March 1945. When one of his squad was seriously wounded by a sudden barrage of machine gun fire, he ordered the remainder of his men to take cover and then, guiding a corpsman to the fallen Marine, aided in carrying him to the rear. Subsequently observing the direction of fire as the cave-emplaced weapon again opened on his position, he advanced on the hostile installation and hurled a heavy charge into the cave entrance. When the enemy threw back the charge, he caught it and again threw it in the cave, sealing the entrance and annihilating the enemy. He made his way back to the rear, rejoined the waiting corpsman and was attempting to evacuate the wounded man to an aid station when a second Jap machine gun opened fire, killing the man on the stretcher. Ordering the corpsman into a shell hole, Pfc. Rogers advanced on the second cave, fired several rounds of ammunition into the opening and succeeded in killing the gun crew before he himself fell, mortally wounded.

★ SCHOENI, Walter P., Comdr., USN, Portland, Ore.: As CO of a submarine during an attack on an enemy convoy on 1 Feb 1944, Comdr. Schoeni maneuvered his ship into a favorable position to strike at a heavily escorted convoy of six enemy ships. He penetrated the escort screen to deliver two torpedo attacks, sinking a large freighter of 17,000 tons, and hitting another of 6,000 tons. Making a fast dive to avoid enemy gunfire and depth charges, he succeeded in leaving the vicinity without serious damage.

★ TAYLOR, Clifton E., Pl. Sgt., USMCR, Indianapolis, Ind.: As leader of a rifle platoon of Co F, 2d Batt, 28th Marines, 5th MarDiv, Sgt. Taylor served in action against Japanese forces on Iwo Jima on 21 Feb 1945. Assuming command of his platoon when the leader and all the senior non-commissioned officers became casualties during an exchange of hand grenades with the enemy, he initiated a fierce assault against the almost impregnable Japanese fortifications at the base of Mt. Suribachi, exposing himself to small-arms fire and a hand grenade barrage, as he forged ahead to locate positions vital to the enemy's defensive system. Aware of the futility of ordinary attack methods, he personally made up powerful demolition charges and, working forward under a tremendous volume of mortar fire down from the gun-studded slopes, blasted two connecting trenches and four mortar installations. Determined to insure the annihilation of the gun crew after the explosions, he again crawled forward and threw several live grenades into the mortar pits, silencing all enemy activity, and killing or wounding all of the defending enemy, thus enabling his platoon to occupy the contested strong point and effect the final destruction of the Japanese positions.

★ VERDIN, James B., Lt., USN, Coronado, Calif.: As pilot and division leader in FitRon 20, attached to the USS *Enterprise,* Lt. Verdin flew in operations against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. He braved enemy antiaircraft fire to launch an attack against major units of the Japanese Fleet and succeeded in scoring a direct hit on an enemy battleship.



Pfc. Rogers



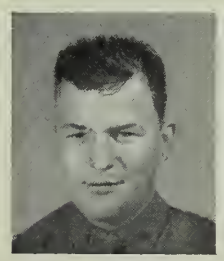
Comdr. Schoeni



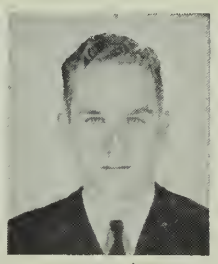
Sgt. Taylor



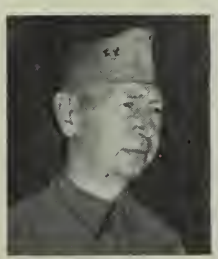
Lt. Verdin



Capt. Mears



Lt. Murphy



Rear Admiral Noble



Lt. Parker

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ BOGAN, Gerald F., Vice Admiral, USN, Santa Barbara, Calif.: As Commander, Task Group 38.3, from 1 July to 2 Sept 1945, Vice Admiral Bogan pressed home attacks on Japan in cooperation with other task groups, directing destructive strikes against aircraft and supporting industries, installations and transportation facilities and concentration of naval vessels at Yokasura, Kure, and Kobe. Under repeated Japanese attacks, he maintained a high standard of fighting efficiency in all his ships and employed brilliant defensive tactics in repulsing the enemy. His tactical control of the carriers, battleships, cruisers and destroyers was a vital factor in the completion of hazardous missions without damage to his own ships.

First award:

★ BRAND, Charles L., Rear Admiral, USN, Washington, D. C.: As head of the Shipbuilding Division and later as Director of Shipbuilding in the Bureau of Ships from November 1942 to November 1945, Rear Admiral Brand was responsible for the development of the naval shipbuilding program through a prolonged period of the

D.S.M. (Cont.)

war. He formulated the intricate, overall plans for the construction and conversion of ships, recommending the necessary civilian contractors after studious consideration of all requirements, skillfully supervising the negotiation of all ship and engine building contracts of the Navy until a separate division was created to assume this function. Handling the complexities of his work with great ingenuity and technical ability, Rear Admiral Brand organized forces within the Bureau to control the manufacture and assembly of all needed materiel items and in addition maintained efficient liaison with other wartime government agencies concerning the many phases of the program.

★ BROSHEK, Joseph J., Rear Admiral, USN, (Ret), Philadelphia, Pa.: As head of the Maintenance Division and later as Director of Ship Maintenance, Bureau of Ships, December 1941 to November 1945, Rear Admiral Broshek played a major role in the preparation for and the execution of the repairing and outfitting of damaged ships, not only of the U. S. but of the Allied Nations through lend-lease arrangements. He was responsible for the assembly of the Bureau of Ships elements of the Advance Base components and for recommendation of personnel to man them. He administered the ship materiel improvement plan, including the weight compensation program essential to guarding stability and reserve buoyancy of the combatant ships and transports.

★ MERRILL, Aaron S., Rear Admiral, USN, Natchez, Miss.: As a Task Force Commander and concurrently, as ComCruDiv 12, during operations against the Japanese in the Solomons area, from April 1943 to March 1944, Rear Admiral Merrill inculcated in the officers and men under his command his own fighting spirit and maintained the ships of his task force at the peak of combat readiness during this period of intense action. Conducting assigned operations with superb tactical skill, he patrolled the Solomons area in search of enemy ships and skillfully coordinated the functions of the various units under his direction. He delivered an effective night bombardment against the enemy airfield at Munda on 12 July, rendering decisive support toward the capture of that important enemy base; and executed a similar attack against the Buka-Bonis area the night of 12 December.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ GARVEY, Richard S., Lt. Comdr., USNR, San Francisco: Torpedo data computer operator, USS *Trepang*, first war patrol, 13 Sept to 23 Oct 1944.

Gold star in lieu of second award:

★ CONE, Davis, Lt. Comdr., USN, Waterford, Conn.: Assistant approach officer, USS *Bowfin*, sixth war patrol, 16 July to 13 Sept 1944.

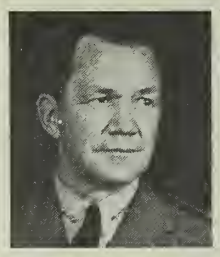
★ FRESE, Edwin W., Lt., USNR, Scarsdale, N. Y.: Torpedo data computer operator, USS *Pintado*, second war patrol, Pacific area, 24 July to 14 Sept 1944.

★ MENDENHALL, Corwin G., Jr., Lt. Comdr., USN, Alameda, Calif.: Assistant approach officer, USS *Pintado*, second war patrol, Pacific area, 24 July to 14 Sept 1944.

★ NIMITZ, Chester W., Jr., Comdr., USN, New London, Conn.: Executive officer, navigator and assistant approach officer, USS *Bluefish*, first and second war patrols, East Indies and China Seas.

★ ORR, Ellis B., Comdr., USN, Honolulu: Assistant approach officer, executive officer and navigator, USS *Rasher*, fourth war patrol, Pacific war area.

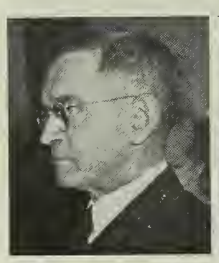
DSM WINNERS



Vice Admiral Bogan



Rear Admiral Brand



Rear Admiral Broshek



Rear Admiral Merrill

First award:

★ BANKER, Donald F., Lt. Comdr. (then Lt.), USN, New Orleans: Pilot and flight leader in FitRon 19, USS *Lexington*, battle of Leyte Gulf, 25 Oct 1944.

★ BARRETT, John M., Lt., USN, Los Angeles: Officer-of-deck and diving officer, USS *Trepang*, first war patrol, 13 Sept to 23 Oct 1944.

★ BATTLE, William C., Lt., USNR, Charlottsville, Va.: OinC MTB, occupation of New Georgia, Vella Lavella in the Solomons, 16 July to 1 Dec 1943

★ BLY, Raymond L., Jr., Lt., USNR, Temple City, Calif.: First lieutenant and damage control officer, USS *Longshaw*, Okinawa campaign, 18 Nov 1945.

★ BROACH, John C., Capt. (then Comdr.), USN, Annapolis, Md. (posthumously): CO, USS *Hake*, fourth war patrol, 18 Mar to 30 Apr 1944.

★ BRUSH, Frederick J., Comdr., USN, Pensacola, Fla.: Commander of air group 81, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ BURLEY, Franklin N., Lt. (jg), USNR, Monterey, La.: Fighter pilot in FitRon 18, USS *Intrepid*, Northern Formosa, 12 Oct 1944.

★ CALHOUN, Waid B., Cox., USN, Canton, Ohio: Member of beach defenses on Corregidor, 24 Apr 1942. Aided in fighting fire in ammo dump.

★ CRENSHAW, Russell S., Lt. Comdr., USN, Key West, Fla.: Executive officer and evaluator, USS *Maury*, Solomon Islands area, 6 Aug 1944.

★ DOWDY, Olan D., Lt. (then Ens.), (HC) USN, Los Angeles: Hospital Corps Officer, Roi Island, Marshall Islands, 12 Feb 1944.

★ DUTTWEILER, Fred C., Lt. Comdr. (then Lt.) USNR, Redwood City, Calif.: Pilot of spotting plane, USS *San Francisco*, Wake Island, 5 Oct 1943.

★ EASLY, Joseph G., Lt. (jg) USNR, Hastings, Pa.: Directing evacuation of personnel from an area containing flaming ammo, Roi Island, 12 Feb 1944.

★ EDWARDS, William L., HA1, USN, Cherry Valley, Ill. (posthumously): Corpsman with assault company, 2nd Batt., 5th Marines, 1stMarDiv, Fleet Marine Force, Palau Islands, 6 Oct 1944.

★ GALLAGHER, Frank W., Lt. (jg), USNR, Pasadena, Calif.: Pilot in FitRon 20, USS *Enterprise*, battle for Leyte Gulf, 24 Oct 1944.

★ GROOTE, Kent R., ChBosn, USN, Walpole, Mass.: Officer at fire control station, USS *Aroostook*, Bari, Italy, 2 Dec 1943.

★ HARRIS, Earl B., ChCarp (then Carp), USNR, San Diego: Member of an UDT during assault on Japanese-held island, 17 July to 21 July 1944.

★ HOEYNCK, John W., Lt. (jg), USNR, St. Louis, Mo.: Pilot in FitRon 20, USS *Enterprise*, battle for Leyte Gulf, 25 Oct 1944.

★ HUBBARD, Miles H., Capt. (then Comdr.), USN, Kenmore, N. Y.: CO, USS *Claxton*, Leyte Gulf and Surigao Strait, 19 to 25 Oct 1944.

★ JOHNSON, William H., Lt., USNR, Groton Long Pt., Conn.: Torpedo data computer operator, USS *Drum*, eleventh war patrol, 9 Sept to 8 Nov 1944.

★ KINNIKIN, James P., Lt. (jg), USNR, Pittsburgh, Okla.: Member of UDT during bombardment and assault on Japanese-held island, 17 to 21 July 1944.

★ KITTELSTVEDT, Ray N., ChCarp (then Carp) USN, Cannon Ball, N. D.: Leader of UDT in daylight reconnaissance, Saipan beaches, 14 June 1944.

★ LEWIS, Hugh H., Comdr., USNR, St. Louis, Mo.: Assistant approach officer, USS *Seal*, eleventh war patrol, 8 Aug to 17 Sept 1944.

★ LOGAN, Samuel M., Lt., USN, Owensboro, Ky.: While attached to USS *Harder*, on war patrol of that vessel in enemy waters.

★ LONG, Victor D., Capt., USN, Pearl Harbor, T. H.: Commander of screening destroyers of fast carrier force, ForPacific area, 13 Oct 1945.

★ LOOPESKO, Eugene, Lt. (then Lt. (jg)), (MC) USN, Long Beach, Calif.: Medical officer of an LCU (gunboat), Leyte Island, 20 Oct 1944.

★ LYNCH, Frank C., Comdr., USN, Benedict, Kans.: Diving officer of a U. S. submarine in enemy controlled waters of Pacific.

★ MCGRANE, Joseph A., ChBosn, USN, Winsted, Conn.: Supervised rigging of ship when USS *Birmingham* towed USS *Princeton* when the latter was damaged severely by magazine explosions.

★ MCWETHY, Robert D., Lt. Comdr. (then Lt.), USN, Aurora, Ill.: Torpedo officer and special equipment officer, of a U. S. submarine during war patrol in enemy-controlled waters.

★ MERRITT, James F., Jr., Lt. Comdr., USNR, Alexandria, La.: CO of a group of patrol planes, PatRon 34, Pacific area, 27 Jan 1944.

★ MONROE, Paul H., Lt., USNR, Los Angeles: Diving officer, USS *Barb*, East China Sea, 25 Oct 1943 to 25 Jan 1944.

★ MOORE, James S., Jr., Lt. (then Lt. (jg)), USNR, Miami, Fla.: Pilot in air group 10, USS *Enterprise*, vicinity of Marianas Islands, 20 and 21 June 1944.

★ PHILLIPS, Kearney, Rear Admiral, USN, Atlanta, Ga.: CO, USS *Oakland* during occupation of Gilbert Islands, 18 to 26 Nov 1943.

★ PRIZER, Herbert G., Lt. (then Lt. (jg)), USNR, Evanston, Ill.: Boat captain ARB 48, Italy, 25 Sept 1943.

★ REILAND, William, Jr., Ens., USN, El Monte, Calif. (posthumously): Leading torpedoman, USS *Seawolf* during four war patrols in enemy-controlled waters.

★ ROSSELL, William T., Jr., Lt. Comdr., USNR, Baltimore, Md.: Executive officer, navigator and assistant approach officer, U. S. submarine during a war patrol.

★ SALA, Roland O., Capt. (then Comdr.) (MC) USNR, Rock Island, Ill.: Senior MO, USS *Princeton*, second battle of the Philippines, 24 Oct 1944.

★ SCHWEIGHARDT, John, GM1, USN, Passaic, N. J. (posthumously); Gunner, USS *Penguin*, Guam in Marianas Islands, 8 Dec 1941.

★ STORMS, John W., Lt., USNR, Dayton, Ohio: Leader of PT boat division in MTBRon 29, Ligurian Sea, August through October 1944.

★ STUMP, Felix B., Rear Admiral, USN, Clarksburg, W. Va.: CO, USS *Lexington*, Tarawa, Abemama, Wake, Mille and Kwajalein, 18 Sept to 5 Dec 1943.

★ SWANSON, Leonard R., Lt. Comdr., USNR, Houston, Tex.: Pilot in BomRon 16, USS *Lexington*, battle for Leyte Gulf, 25 Oct 1944.

★ SYMONDS, Alfred G., Lt. Comdr., USNR, Portland, Ore. (posthumously): Flight

leader in BomRon 85, USS *Shangri-La*, Kure Harbor, 24 July 1945.

★ THOMPSON, Noel L., Lt., USNR, Cahone, Colo.: Pilot in FitRon 18, USS *Intrepid*, battle for Leyte Gulf, 25 Oct 1944.

★ UTZ, James L., Bosn, USN, Finksburg, Md.: Chief of the boat, USS *Sealion*, first war patrol, 23 June to 7 Aug 1944.

★ VAN DYKE, Rudolph D., Lt. Comdr., USNR, Dayton, Ohio: Pilot in FitRon 18, USS *Intrepid*, Northern Formosa, 12 Oct 1944.

★ VEASEY, Alexander C., Comdr., USN, Coronado, Calif.: CO, USS *Ingersoll*, 13 to 17 Oct 1944.

★ WEST, Max L., BM1, USN, Wellston, Ohio: Member of beach defenses, Corregidor, 2 May 1942.

★ WILLERTON, Vincent L., Lt. (jg) (then Ens.) USN, St. Louis, Mo.: Rescuing wounded personnel exposed to enemy fire on Roi Island, 12 Feb 1944.

★ WEIGEL, Lyla A., Elec., USN, Flandreau, S.D.: Maintained and supervised electrical equipment, USS *Rasher*, fourth war patrol, Pacific war area.

★ WOOD, Leighton C., Jr., Lt., USNR, Washington, D. C.: CO, MTB throughout campaign Guadalcanal, New Georgia and Bougainville, 31 Dec 1942 to 28 Dec 1943.

★ WRIGHT, Hugh E., Jr., Lt. Comdr., USN, Atlanta, Ga.: Approach officer, USS *Sterlet*, second war patrol in Japanese waters, 18 Sept 1944 to 30 Nov 1944.

★ YACHYMIAK, John, PHM3, USNR, Kingsley, Pa. (posthumously): Corpsman with rifle company, 1stBatt, 7th Marines, 1st MarDiv, Okinawa, 10 May 1945.

LEGION OF MERIT

Gold star in lieu of third award:

★ SULLIVAN, John R., Capt., USN, Philadelphia, Pa.: CO, USS *Crescent City*, Solomons area, November 1942.

★ TATE, Jackson R., Capt., USN, Philadelphia, Pa.: CO, Tarawa Atoll, 25 Nov 1943 to 23 Feb 1944.

Gold star in lieu of second award:

★ CONVERSE, Adelbert F., Capt., USN, Arlington, Va.: ComDesRon 10 in USS *Ellyson*, Mediterranean area.

★ DAVIS, Glenn B., Rear Admiral, USN, Washington, D. C.: ComBatDiv 8, Central and Western Pacific, April 1943 to December 1944; CO, battleship task force, So Pac, November 1943 to December 1944.

First award:

★ BALLENTINE, John J., Rear Admiral, USN, Yorktown, Va.: CO, USS *Bunker Hill*, Marshall Islands, Nauru and Envieng, 29 Nov 1943 to 5 Feb 1944.

★ BARTLETT, Samuel J., Jr., Comdr., USNR, Wellesley, Mass.: OinC, prisoner and interrogation division, allied translator and interpreter section. SoWesPac, 8 Mar 1942 to 10 June 1944.

★ CARLSON, Daniel, Capt., USN, El Cajon, Calif.: CO, USS *Paul Hamilton*, escort duty, Leyte Gulf and Mangarin Bay, Mindore, 27 Dec 1944 to 2 Jan 1945.

★ CROCKER, Douglas S., Lt. Comdr, USNR, Rockville Center, N.Y.: CO, USS *Cecil J. Doyle*, anti-submarine activities in Pacific.

★ CRENSHAW, Russell S., Lt. Comdr., USN, Key West, Fla.: Executive officer, USS *Maury*, battle of Vela Gulf, 6 Aug 1943.

★ CULLINS, Thomas O., Jr., Capt., USN, Columbus, Ohio: CO, USS *Procyon*, Southern France.

★ DUFFIELD, Eugene S., Capt., USNR, Brooklyn, N.Y.: Special assistant to UnderSecNav, 15 Nov 1942 to 18 May 1944; Special assistant to SecNav, 19 May 1944 to 2 Sept 1945.

★ FLETCHER, Roscoe, Rear Admiral, USN (then Capt.), Trenton, N.J.: Assistant operations officer on staff of CincPac, POA, 7 Dec 1941 to 1 July 1943.

★ HAVARD, Valery, Jr., Capt. (then Comdr.), USN, Fairfield, Conn.: ComDesDiv 14, anti-submarine operations, Southern France, August 1944.

★ LEMMON, Robert H., Lt. Comdr. (then Lt.), USNR, Tucson, Ariz: On staff of ComDesRon 66, Okinawa Island, May and June 1945.

★ MERCER, Preston V., Capt., USN, Piedmont, Calif.: Assistant chief of staff, CincPac, POA, 2 Feb to 17 June 1944.

★ PINGLEY, John F., Lt., Comdr., USN, Newport, R.I.: CO, USS *Munsee*, POA, 13 to 17 Oct 1944.

★ PORTER, Robert L., Capt., USN, Annapolis, Md.: CO, USS *Wilkes-Barre* in fast carrier force, Tokyo Bay, July 1944 to August 1945.

★ ROBERTSON, Marion C., Commodore, USN, Washington, D.C.: Chief of staff, 14th Naval District and HawSeaFron, 3 May 1943 to 24 Oct 1944.

★ TAYLOR, Joseph I., Jr., Capt., USN, Norfolk, Va.: CO, USS *Salamaua*, invasion of Luzon, 4 to 18 Jan 1945.

★ TODD, Thomas D., Lt. (then Lt. (jg)), USNR, Seattle, Wash.: Executive officer, PC 559, Central Mediterranean, July 1943 to February 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ DE LONE, Francis X., Lt. (jg) USNR, Ardmore, Pa.: Pilot in TorpRon 13, USS *Franklin*, battle for Leyte Gulf, 24 Oct 1944.

★ EISENHART, George N., Comdr., USNR, Binghamton, N.Y.: Flight leader of carrier groups, USS *Langley*, vicinity of Marianas, 3 July 1944.

★ GRAY, Lester E., Jr., Lt. (jg), USNR, St. Louis, Mo.: Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 12 Apr 1945.

★ JANNEY, Frederick W. M., Lt., USNR, Bryn Mawr, Pa.: Division leader in TorpRon 13, scored three hits on Japanese vessel during battle for Leyte Gulf.

★ SHIFLEY, Ralph L., Comdr., USN, Mounds, Ill.: Task force target evaluator and task group strike leader, in Air Group 8, USS Bunker Hill, Philippine area, 9 to 24 Sept 1944.

★ STEWART, Jack H., Lt. (then Lt. (jg)), USNR, Silver Springs, Md.: Pilot of carrier-based fighter-bomber plane, Southern France, August 1944.

★ VIDAL, Albert P., Lt. (then Lt. (jg)), USNR, Gainsville, Fla.: In aerial flight, western Pacific area, 19 April to 15 Aug 1945.

★ WALKER, J., Lt. Comdr., USNR, Helena, Mont.: Commander of a land based plane in PatRon 124, western Kyushu, 26 to 29 June 1945.

★ WILLYARD, Harold A., Lt. (jg), USN, Los Angeles: During operations in aerial flight, POA, 14 Mar to 25 June 1945.

★ WOMACK, George A., S1, USNR, Sasakwa, Okla. (posthumously): Aircrewman in a Navy search bomber, Pacific area, 14 Nov 1944 to 10 Feb 1945.

★ YUND, Walter J., Lt. Comdr. (then Lt.), USNR, Helena, Mont.: Attack on Japanese shipping and shore installations, Korea and Honshu areas.

First award:

★ ANDREWS, Burnett N., Lt., USNR, Charlotte, N.C.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ BAER, Harold L., Lt. (jg), USNR, Jacksonville, Fla.: Aerial flight in western Pacific, 13 Feb to 20 May 1945.

★ BRUSH, Frederick J., Comdr., USN, Pensacola, Fla.: Pilot in FitRon 81, USS *Wasp*, vicinity of Formosa, 15 Jan 1945.

★ CLARK, Douglas A., Lt. Comdr., USN, White Plains, N.Y.: Acting commander, Air Group 30, and acting CO, FitRon 30,

'GREAT TEAM SPIRIT FOR VICTORY'

The great performance of the Navy football team against Army last 30 November has become a legend to be recalled with some awe, preserved wherever such records may be kept, but not before it inspired the following letter from a colonel of the Army Air Forces to:

The Superintendent
U. S. Naval Academy
Annapolis, Md.

Dear Sir:

Shortly after the surrender of Japan, several units of the United States Pacific Fleet put in at Colombo, Ceylon, on their way home. Many of the officers of the fleet units graduated from the Naval Academy the same year I graduated from West Point. These naval officers were full of buoyancy and excitement, still holding the keen edge of battle fitness to which they had been honed during the war. I asked the group how it had been, out there in the naval battles of the Pacific. One of them flicked a glance at the great gray ships floating impressively in the harbor. When he looked at those vessels the pride shone in his face like a light. He said: "We just beat hell out of them, that's all."

Later, when I witnessed the disintegration of our Army and Navy and Air Force, I was depressed to think that the powerful spiritual tide which had lifted our armed forces to victory was ebbing, perhaps never to be seen again. War has few consolations, but certainly the greatest of these few is the opportunity to witness the growth of a team spirit, morale, *esprit de corps*—call it what you will—which overcomes the ego of the individual and lifts him to supreme heights of courage and determination as a member of a team. While thanking God for the end of a devastating war, I reserved a regret that I would see no more of that great team spirit for victory.

But last Saturday, watching the Army-Navy game, I saw that spirit again in the Brigade of Midshipmen. A twelfth man was on the field playing with your Navy football team—a twelfth man placed there by the utter determination of the middies for victory. It is not to disparage our own great West Point team that I say this: They won the game, in my opinion, against odds of 12 to 11. I know beyond any doubt that should the conditions be reversed, you of Navy will in turn feel the terrible strength of that twelfth man. Yes sir, you had a twelfth man on the field last Saturday. I was overjoyed to know that he is still around. I heard great things of him at Midway and Tarawa and the Philippine Sea.

/S/————————

★ DECORATIONS

D.F.C. (Cont.)

USS *Belleau Wood,* Bonin and Nansei Shoto Islands, 17 Feb to 1 Mar 1945.

★ CUMMINS, Herschel M., Jr., Lt., USNR, Boise, Idaho: In aerial flight, western Pacific area, 12 April to 8 July 1945.

★ CURTIS, Finis, Lt. (jg) (then Ens.), USNR, Detroit, Mich.: In aerial flight, western Pacific area, 28 Apr to 15 May 1945.

★ DERBY, Jack A., Lt. Comdr., USNR, Fort Worth: Pilot in BomRon 82, USS *Bennington,* Hachijo Jima, 16 Feb 1945.

★GOYER, Paul E., Lt. (jg) USNR, Minneapolis, Minn.: In aerial flight, western Pacific area, 19 Apr to 17 May 1945.

★HAGGERTY, Cornelius J., Lt. (jg), USNR, Los Angeles: Pilot in BomRon 14, USS *Wasp,* vicinity of Bonin Islands, 4 July 1945.

★ HOFFMANN, Egon F., Lt. (jg), USNR, San Francisco: Pilot in TorpRon 14, USS *Wasp,* battle for Philippine Sea, 20 June 1944.

★ HOWLAND, Wesley P., Jr., Lt. (jg), USNR, Taft, Calif.: Commander of a land-based plane in PatBomRon 124, coast of Kyushu, 26 June 1945.

★ JANNEY, Frederick W. M., Lt., USNR, Brooklyn, N.Y.: Pilot in TorpRon 13, USS *Franklin,* vicinity of Ryukyu Islands, 10 Oct 1944.

★ JONES, Robert R., Lt., USNR, Hawthorne, Calif.: Pilot in TorpRon 10, USS *Enterprise,* vicinity of Marianas Islands, 20 to 25 June 1944.

★ KIRKWOOD, Phillip L., Lt., USNR, Washington, D.C.: Pilot in FitRon 10, USS *Enterprise,* first battle of Philippine Sea, 19 June 1944.

★ KITCHELL, William G., Lt., USNR, Iowa Park, Texas: Pilot in FitRon 3, USS *Yorktown,* Philippine Islands area, 13 Nov 1944.

★ KITCHEN, Ernest L., AOM2, USNR, Decatur, Ind. (M): Aircrewman in PatBomRon 106, Borneo coasts, Celebes, Malaya and Indo-China coasts, 26 April to 1 June 1945.

★ KOLLMORGEN, Martin H. T., Lt., USNR, Stratton, Neb.: Pilot in BomRon 80, USS *Ticonderoga,* Philippine Islands, 25 Nov 1944.

★ KOPF, Jack, Jr., Lt. Comdr., USNR, Modesto, Calif.: Flight leader in torpedo squadron, USS *Langley,* Bonin and Marianas Islands, 13 June to 3 July 1944.

★ LARKIN, Edward W., Jr., Lt., USNR, Springfield, Mass.: Pilot in torpedo squadron, USS *Franklin,* Bonin Islands, 4 Aug 1944.

★ LARSON, Raymond V., Lt. (jg), USNR, Stillwater, Minn. (posthumously): Pilot in FitRon 84, USS *Bunker Hill,* Tokyo, Kyushu and Okinawa, 21 Feb to 4 May 1945.

★ LAWTON, Jack W., Lt. (jg), USNR, Chicago: Pilot in torpedo squadron, USS *Franklin,* Bonin Islands, 4 Aug 1944.

★ LEHMICKE, Albert J., Jr., Lt. (jg), USNR, Stillwater, Minn.: While attached to PatBomRon 71, Pacific combat area, 18 Dec 1944 to 3 Feb 1945.

★ LEONARD, Conrad J., Lt., Beckemeyer, Ill.: Co-pilot in BomRon 108, Marshalls-Gilbert Islands, 12 Dec 1943.

★ LEWIS, Hadley M., Lt. Comdr., USNR, Pasadena, Calif.: Pilot of bombing plane, eastern Celebes, North Borneo, and the Tawitawi Islands, 21 October to 6 Nov 1944.

★ LODZINSKI, Edward S., ARM2, USNR, Philadelphia, Pa. (posthumously): Aircrewman in CompRon 86, USS *Bismark Sea,* Philippine and Volcano Islands, November 1944 to 21 Feb 1945.

★ LONG, William R., Jr., AFC1, USN, Baltimore, Md.: Air bomber of a Navy patrol bomber in PatBomRon 121, Wake and Ponape Islands, Iwo Jima, Chichi Jima, 7 March to 11 Aug 1945.

★ LUNDIN, Walter A., Lt., USNR, Yonkers, N.Y.: Pilot in FitRon 15, USS *Essex,* central Philippines, 13 Sept 1944.

★LYCON, Paul W., Lt. (jg) (then Ens.), USNR, Omaha, Neb.: Pilot in TorpRon 30, USS *Belleau Wood,* Nansei Shoto Islands, 1 Mar 1945.

★ LYNN, Kane W., Lt., USNR, Los Angeles: Pilot in FitRon 21, USS *Belleau Wood,* Philippine Islands, 15 Oct 1944.

★ MADDOCK, Edmond J., Lt. (jg), USNR, Oak Park, Ill.: Pilot in FitRon 81, USS *Wasp,* Tokyo Bay area, 16 Feb 1945.

★ MAIN, Robert A., Lt. (jg), USNR, Delaware, Ohio: In aerial combat, western Pacific area, 12 April to 8 Aug 1945.

★ MALONEY, James M., Jr., Ens., USNR, New Orleans: In aerial combat, western Pacific area, 5 May to 27 July 1945.

★ MANNS, Joseph G., Lt. (jg), USNR, Columbus, Ohio: Pilot in a torpedo squadron, USS *Franklin,* Bonin Islands, 4 Aug 1944.

★ MARKS, Marion O., Lt., USNR, Corpus Christi, Tex.: Fighter pilot in FitRon 10, USS *Enterprise,* vicinity of Marianas Islands, 20 June 1944.

★ MARR, Irving E., Lt. (jg), USNR, North Minneapolis, Minn.: Pilot in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ MCCORMICK, Ben F., Lt. (jg), USNR, Fremont, Ohio: Pilot in BomRon 7, USS *Hancock,* battle for Leyte Gulf, 25 Oct 1944.

★ MCKEEVER, Franklin S., Lt. (jg), USNR. South Port, Conn. (posthumously): Pilot in TorpBomRon 14, Philippine Islands area, 21 Sept 1944.

★ MCLEROY, William B., Lt. Comdr., USNR, Palestine, Tex.: Section leader in FitRon 3, USS *Yorktown,* Philippine Islands area, 14 Nov 1944.

★ MIDDLETON, Jesse L., ARM3, USNR, Xenia, Ohio (posthumously): Aircrewman in PatBomRon 119, Pacific area, 4 to 19 Apr 1945.

★ MITCHELL, Everett B., Lt. Comdr., USNR, Piedmont, Calif.: Commander of a Navy Liberator plane, New Guinea and Bismarck Sea, 24 March to 25 May 1944.

★ MONTAPART, John R., Lt. (jg), USNR, Falmouth, Mass.: Pilot in FitRon 44, USS *Langley,* French Indo-China, 12 Jan 1945.

★ MORELAND, Dane R., AOM3, USN, St. Petersburg, Fla.: Deck gunner in PatBomRon 18, coasts of China and Japan, 14 April to 26 June 1945.

★ MORRIS, Robert J., Lt. (jg), USNR, Rockville Center, N.Y.: Pilot in FitRon 18 USS *Intrepid,* coasts of Formosa, 14 Oct 1944.

★ MUFICH, William P., Lt. (jg), USNR, Butte, Mont.: Fighter pilot in FitRon 18, USS *Intrepid,* coasts of Formosa, 14 Oct 1944.

★ MUIR, James S., Lt., USNR, Kansas City, Mo.: Aerial flight in western Pacific combat area, 1 March to 29 May 1945.

★ NEWELL, Edward A., Lt., USNR, West Palm Beach, Fla.: Pilot in BomRon 4, USS *Essex,* Philippine Islands, 13 Nov 1944.

★ NEWTON, Larry R., Lt., USNR, Proctor, Colo.: In aerial flight operations, western Pacific, 10 March to 8 June 1945.

★ NICHOLSON, Ernest A., Ens., USNR, Philadelphia, Pa.: Attached to PatBomRon 71, forward Pacific combat areas, 18 Dec 1944 to 3 Feb 1945.

★ NOEL, James J., Lt. (jg), USNR, Warrenburg, Mo.: Pilot in FitRon 30, USS *Belleau Wood,* Bonin and Nansei Shoto Islands, 15 February to 1 Mar 1945.

★ O'KANE, Beauran R., S1, USNR, Bakersfield, Calif.: Aircrewman in PatBomRon 106, Borneo coasts, the Celebes, Malayas, and Indo-China, 26 April to 1 June 1945.

★ O'SULLIVAN, John J., Lt., USNR, Normandy, Mo.: Pilot of torpedo bomber, Jaluit, Marshall Islands, 20 Nov 1943.

★ PAKENHAM, George A. J., Lt., USNR, Jersey City, N. J.: Pilot of torpedo plane in Air Group 31, USS *Cabot,* Bonin Islands, 3 Aug 1944.

★ PATTERSON, Harry R., Jr., Lt. (jg), USNR, Philadelphia, Pa.: Pilot in TorpRon 27, USS *Independence,* Yokosuka naval base, 18 July 1945.

★ PATTERSON, William L., Lt., USNR, Murfreesboro, Tenn.: Pilot of plane attached to USS *Langley,* Bonin and Marianas Islands, 13 June to 3 July 1944.

★ PEACH, Robert E., Lt., USNR, Jacksonville, Fla.: Patrol plane commander, Coronado plane on search mission, Northern Carolines, 18 May 1944.

★ POPE, Albert J., Lt. (jg), USNR, Atlanta, Ga.: Allied bombing attack off Luzon Island, destroying three enemy planes, 15 Oct 1944.

★ PRICE, Everett H., Jr., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of Ventura bomber in BomRon 136, Paramushira, Kuriles, 10 Sept 1945.

★ PRICE, John D., Vice Admiral, USN, Coronado, Calif.: ComFairWing 2, Wake Island.

★ PRIEST, Alfred F., AMM3, USNR, Ft. Lauderdale, Fla. (posthumously): Tail gunner of a patrol bomber in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ RAMSTED, Robert L., Lt. (jg), USNR, St. Paul, Minn.: Aerial flight operations, central Pacific, 28 January to 20 Apr 1945.

She Sees the World

How's this for duty?

USS *Perry* (DD 844), commissioned in January 1946, took her shakedown and then went across the Atlantic in June of 1946. Since then, and in rapid succession, she has visited the following ports in order, with stopovers of a day to six days in most of them:

Plymouth, England; Scapa Flow and Invergordon, Scotland; Goteborg, Sweden; Aalborg and Copenhagen, Denmark; Stockholm, Sweden; via the Kiel Canal to Antwerp, Belgium; Amsterdam, Holland; LeHavre, France; Southampton, Plymouth and Dartmouth, England; Lisbon, Portugal; Gibraltar; Naples, Italy; Palermo, Sicily; Trieste and Venice, Italy; Pola, Yugoslavia; Trieste, Taranto and Naples, Italy; Malta; Gabes Bay, Tunisia; Salerno and Naples, Italy; Capri; Durazzo Bay, Albania; back to Naples and then to Izmir and Marmaris, Turkey; Beirut, Lebanon; Athens.

Last heard from, she was steaming westward again, in the Mediterranean.

What was it those old recruiting posters used to say? Oh, yes. "Join the Navy, and See the World!"

HOW DID IT START

Knock Off

The dictionary tells us "knock off" meons "to stop or to ceose work." The term originoted when ships were propelled by golley sloves who, os trodition tells us, "pulled o meon oor."



It wos the custom in those days to have o leoding slove beat time for the rowers. When the mon knocked on the rock with his mallet, the sloves rowed. When he stopped, they would rest. The expression hos been possed down to the soiiormon of todoy, with the exception thot rowing os a meons of propulsion for the big ships hos long been discorded.

Another version of the expression is thot, bock in the slove doys the time keeper hod on hour gloss nearby. Eoch time the sond ron out, he would stop hitting the rock ond the sloves would rest.

Sea Lawyers

The boatswain's mate, possibly out of comic books for the moment, perused a copy of the daily paper. He followed the line of print with a deliberate thumb, and moved his lips silently as he read.

"What," he demanded suddenly, "is this here porthole to porthole pay?"

An alert seaman allayed the boats' nautical curiosity. "Sure, ain't you ever heard about the Hatch Act?"

★ RAYMOND, Edward J., Lt. (jg), USNR, Manchester, N. H.: Aerial flight operations, western Pacific area, 29 March to 2 July 1945.

★ RICE, Ralph E., Lt., USNR, Malvern, Ohio: Pilot in BomRon 7, USS *Hancock*, battle off Samar, 25 Oct 1944.

★ RIEDEL, Carl O., Lt., USNR, Hollywood, Calif.: Patrol plane commander, Catalina amphibian, night photo-reconnaissance bombing mission, Aleutian base, to Northern Kurile Islands, 20 Dec 1943.

★ RISLEY, Clayton E., Jr., Ens., USNR, Alameda, Calif.: Aerial flight operations, western Pacific, 5 May to 27 July 1945.

★ RITTER, Edward A., Jr., Lt., USNR, Brooklyn, N. Y.: Pilot in FitRon 18, USS *Intrepid*, battle for Leyte Gulf, 24 Oct 1944.

★ RUCINSKI, Edward J., Lt. (jg), USNR, Chicago, Ill.: Pilot of fighter plane, Gilbert and Marshall Islands, 19 to 24 Nov 1942.

★ RUMMEL, Russell L., S1, USNR, Cincinnati, Ohio (posthumously): Gunner and aircrewman of a patrol bomber, anti-shipping strikes, Korea.

★ SCHAEFER, William W., Lt., USNR, Baltimore, Md.: Pilot in BomRon 10, USS *Enterprise*, Marianas Islands, 20 June 1944.

★ SCHMITTER, Dean M., Lt., USNR, New York City: Pilot in FitRon 44, USS *Langley*, French Indo-China, 12 Jan 1945.

★ SCHUETZ, Robert W., Lt., USNR, Wilmerding, Pa.: Commander of Catalina aircraft, northern Celebes area, 28 Sept 1944.

★ SCHUMANN, Roland W., Jr., Capt., USN, Washington, D. C.: Leader of FitRon 10, Marianas Islands, 11 to 16 June, and 26 June 1944.

★ SERWAT, Wilbur A., Lt. Comdr. (then Lt.), USNR, Berwyn, Ill.: In flight operations, central Pacific, 28 January to 20 Apr 1945.

★ SHAWCROSS, William H., Lt., USNR, Port Washington, N. Y.: Pilot in TorpBomRon 14, USS *Wasp*, Philippine Islands area, 14 Sept 1944.

★ SHEETS, James A., ARM3, USN, Drumright, Okla. (posthumously): Aircrewman in CompRon 80, USS *Manila Bay*, Philippine Islands area, 18 Oct 1944 to 16 Jan 1945.

★ SHIELDS, Robert A., Lt., USN, Spring Valley, N. Y.: In aerial flight in TorpBomRon 31, USS *Cabot*, Philippine Islands area, 21 Sept 1944.

★ SLINGERLAND, Robert E., Lt. (jg), USNR, State College, N. M.: Section leader in FitRon 13, USS *Franklin*, off Luzon Island, 15 Oct 1944.

★ SMITH, Armistead B., Jr., Lt. Comdr. (then Lt.), USNR, Gastonia, N. C.: Pilot of fighter plane, Truk, Caroline Islands, 16 Feb 1944.

★ SMITH, Henry H., Lt. (jg), USNR, Wynnewood, Pa.: In aerial flight operations, western Pacific area, 30 April to 27 July 1945.

★ SMITH, James M., Lt., USNR, Salem, Ore.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ SPRAKER, James H., Lt., USNR, Emory, Va.: Commander of Navy Liberator in PhotoRon 3, Group 1, photographic missions, Southern Japan, 9 July to 13 Aug 1945.

★ ST. ROBERTS, Arthur, Lt. (jg), USNR, Los Angeles: Navigator in BomRon 108, Marshall-Gilbert Islands, 2 Dec 1943.

★ STEWART, John R., Lt. Comdr. (then Lt.), USNR, Chula Vista, Calif.: Pilot in CompRon 10, USS *Gambier Bay*, Leyte, 20 Oct 1944.

★ STIME, Robert N., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 15, USS *Essex*, central Philippine Islands, 12 Sept 1944.

★ STOCKERT, Howard J., Lt. (jg), USNR, Grand Junction, Colo.: Pilot of four-plane division of fighter planes in FitRon 7, USS *Hancock*, Philippine Islands, 29 Oct 1944.

★ TEDFORD, Roy E., Lt. (jg), USNR, Mount Vernon, Tex.: Pilot in FitRon 7, USS *Hancock*, Philippine Islands area, 26 Oct 1944.

★ TEMPLETON, Gordon R., AOM2, USN, Seattle, Wash.: Aircrewman in CompRon 86, USS *Bismarck Sea*, Philippine Islands area, November 1944 to 21 Feb 1945.

★ THEROUX, Marvin B., AOM1, USNR, Red Lake Falls, Minn.: Aircrewman in PatBomRon 106, Japanese Empire area, 15 April to 14 May 1945.

★ THUNE, Harold R., Lt. (jg), USNR, Minneapolis, Minn.: Pilot in FitRon 18, USS *Intrepid*, Northern Formosa, 12 Oct 1944.

★ TURNER, Howard M., Lt. Comdr. (then Lt.), USNR, Cambridge, Mass.: In aerial flight operations, western Pacific, 19 April to 15 Aug 1945.

★ TURNER, John I., Lt. (jg), USNR, Delta, Colo.: Pilot in FitRon 10, USS *Enterprise*, vicinity of Marianas Islands, 20 June 1944.

★ TYBOR, Philip C., AOM2, USN, Houston, Tex. (posthumously): Aircrewman in PatBomRon 71, forward Pacific combat area, 18 Dec 1944 to 3 Feb 1945.

★ WAITE, Leroy, AMM3, USNR, Silas, Ala. (posthumously): Waist gunner on patrol bomber, PatBomRon 18, Tsushima Strait, 15 May 1945.

★ WARD, Felix E., Jr., Lt., USNR, Morton, Miss.: Pilot in TorpBomRon 4, USS *Essex*, French Indo-China area, 12 Jan 1945.

★ WARRELL, Hubert L., Lt. Comdr., USN, Hutchinson, Kans.: Pilot of Navy patrol plane, Straits of Gibralter, 15 May 1944.

★ WENGIERSKI, Irwin T., Lt. Comdr., USNR, Chicago, Ill.: Patrol plane commander in BomRon 108, Marshall-Gilbert Islands, 24 Jan 1944.

★ WHITE, Charles H., ACOM, USN, Queens Village, N. Y. (posthumously): Aircrewman in PatBomRon 71, forward Pacific areas, 18 Dec 1944 to 3 Feb 1945.

★ WHITEMAN, Clayton V., AMM2, USNR, Turner Falls, Mass. (posthumously): Gunner in TorpRon 84, USS *Bunker Hill*, Kyushu, 7 Apr 1945.

★ WILLYARD, Harold A., Lt. (jg), USNR, Los Angeles: In aerial flight operations, POA, 19 Dec 1944 to 8 Jan 1945.

★ WILSON, James F., Lt., USNR, Drayton, S. C.: Pilot in FitRon 13, USS *Franklin*, off Luzon Island, 15 Oct 1944.

★ YUND, Walter J., Lt. Comdr. (then Lt.), USNR, Helena, Mont.: Directed attack which sank enemy ship, vicinity of Korea and Honshu, 4 and 24 July 1945.

Coffee Cumshaw Champ

ALL HANDS' nominee for the all-Navy, freestyle, open cumshaw champion is Lt. Richard Hellman, who parlayed a golden wedding anniversary into coffee, cream, sugar and urn for the National Aircraft Show.

En route to New York to help his parents observe their 50th wedding anniversary, Lt. Hellman saw a boy peddling coffee in the aisles of the train and was reminded that the Navy exhibit in Cleveland would not be typical without a steaming joe-pot. In New York he persuaded the Pan-American Coffee Bureau to donate 300 pounds of coffee in the interest of good-neighborliness. He also arranged for a supply of cream from a company willing to advertise its product.

Lt. Hellman didn't think the deal for the coffee urn spectacular enough to describe.

NAVY AND MARINE CORPS MEDAL

★ CAMPBELL, Robert, STM1, USN, Ulvah, Ky.: Rescuing man in Bikini Lagoon, 18 July 1946.

★ CHAFFIN, Alexander N., Comdr. (then Lt. Comdr.) (MC), USNR, Wytheville, Va.: Member of surgical unit, 7thPhib, SoWesPac, April to July 1944.

★ CLARK, Hays, Lt. Comdr., USNR, New York City: Firefighting and rescue operations in USS *Irwin* in 2dCarTaskFor, POA, 24 Oct 1944.

★ WARREN, Henry O., Lt. Comdr, USN, Norfolk, Va.: Flight deck officer, USS *Yorktown*, Marshall and Gilbert Islands, 23 Nov 1943.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ MCCORNOCK, Samuel A., Comdr., USN, Iron River, Mich.: CO, USS *Reid*, Saidor, Cape Gloucester, Admiralty Islands, Hollandia, Biak and Noamfoor Island, January to December 1944.

Gold star in lieu of second award:

★ HUTCHINSON, George, Comdr., USN, Newton, Mass.: CO, USS *Macomb*, prior to and during invasion of Southern France, August 1944.

★ RATLIFF, William K., Comdr., USN, Okemah, Okla.: Gunnery officer, USS *Laffey*, Savo Island, 11 Oct to 13 Nov 1942.

First award:

★ AGNEW, Dwight M., Capt., USN, San Diego: CO, USS *Heermann*, Pacific area, October 1943 to April 1944.

★ ALBERTAZZI, Dorman V., CPHM, USN, Napa, Calif.: Aided wounded in defense of Guam and POW 41 months, 8 Dec 1941 to 23 June 1945.

★ ASMUS, Dwight F., Lt., USN, San Diego: Air ordnance officer, USS *Enterprise*, 1 Jan to 20 Nov 1944.

★ BARBARO, Joseph R., Capt., USN, Relay, Md.: CO, USS *Thomas Jefferson*, Normandy, 6 June 1944.

★ BEATY, Chancy B., Lt. (jg), USNR, Mt. Pleasant, Tenn.: Damage control officer, USS *Thatcher*, vicinity of Ryukyu Islands, 20 May 1945.

★ BENDER, Paul E., Lt. Comdr. (then Lt.), USNR, New York City: Antiaircraft director officer, USS *Reno*, Central Pacific, 14 Oct 1944.

★ BERGHULT, Carl R., Lt. Comdr., USNR, Duluth, Minn.: CO, SC 1291, invasion of Normandy, 11 June 1944.

★ BERRY, Warren R., TM1, USN, Dallas, Tex. (posthumously): Crew member, USS *Sculpin*, ninth war patrol, Truk Island, 19 Nov 1943.

★ BILLINGSLEY, Ed B., Comdr., USN, Santa Maria, Calif.: CO, USS *Emmons*, Southern France, August 1944.

★ BISSELL, George D., Jr., Lt. (MC), USNR, Melrose, Mass.: Medical officer, USS *Caperton*, Western Pacific, 28 Aug to 11 Nov 1944.

★ BOLON, Logan A., Lt. Comdr., USNR, Davis City, Iowa: CO of LST, Normandy beachhead, 15 June 1944.

★ BRENNAN, Joseph C., Lt. Comdr., USNR, New York City: Air combat intelligence officer of BomRon 107, 4thFlt, SoLant area, August 1943 to September 1944.

★ BREWSTER, William R., Jr., Lt. Comdr., USN, Atlanta, Ga.: Executive officer, USS *Pritchett*, Pacific area, 12, 13 and 14 Oct 1944.

★ BRUMBAUGH, Donald H., Lt. Comdr. (MC), USNR, Redlands, Calif. (posthu-

★ DECORATIONS

Bronze Star (Cont.)

mously): SMO, USS *Birmingham,* battle for Leyte Gulf, 24 to 27 Oct 1944.

★ BURNHAM, George H., Capt., USNR, Baltimore, Md.: Chief staff officer, NOB, Oran, Algeria, Central and Western Mediterranean areas, 1943 and 1944.

★ BURT, John H., Lt. Comdr,, USN, Boston, Mass.: Gunnery officer, USS *Dortch,* for Pacific area, 16 Jan to 30 Sept 1944.

★ CAMERON, Gerald L., Comdr. (then Lt. Comdr.), USNR, Seattle, Wash.: Torpedo data computor and OOD, USS *Make,* fourth war patrol, Pacific waters, 18 Mar to 30 Apr 1944.

★ CAMPBELL, Jesse R., EM1, USNR, Anniston, Ala. (posthumously): Member of damage control party, USS *Isherwood,* Kerama Rhetto, 22 Apr 1945.

★ CANADY, Gordon K., CTM, Auburn, Wash.: CTM on board USS *John D. Ford,* Netherlands East Indies area, 8 Dec 1941 to 4 Mar 1942.

★ CARLEY, Ottie B., GM3, USNR, New Castle, Tex.: Member of armed guard ss *Alcoa Pioneer,* Leyte, 19 Nov 1944.

★ CARTER, Arthur L., CFC, USN, Kansas City, Mo.: Member of fire control party, USS *Bowfin,* sixth war patrol, 16 July to 13 Sept 1944.

★ CHURCHILL, Asa G., Capt. (MC), USNR, San Diego: Medical officer, naval advance base operating unit; later as executive officer of a base hospital, SoPac area, 1 Mar 1943 to 7 Dec 1944.

★ COBURN, Deas A., PHM1, USN, Charleston, S. C.: Corpsman while POW on prison ships, 14 Dec 1944 to 30 Jan 1945.

★ COFFIN, Harry N., Capt., USN, Washington, D. C.: CO, USS *Balch,* vicinity of Dutch New Guinea, Oct 1943 to June 1944.

★ COLLINS, Samuel L., Lt. Comdr., USN, Olive Branch, Miss.: Senior watch officer, USS *Birmingham,* battle for Leyte Gulf, 24 Oct 1944.

★ CONWILL, J. A., Jr., S2, USNR, Cleveland, Ala. (posthumously): Member of 20-mm gun crew, USS *Maryland,* near Okinawa, 7 Apr 1945.

★ COREY, Howard G., Capt., USN, Coronado, Calif.: CO, USS *Mugford,* Pacific area, 5 Dec 1942 to 16 Jan 1944.

★ DAVIS, Maxey B., Lt. Comdr., USNR, San Francisco: Executive officer and evaluator, USS *Lardner,* Solomons area, 14 to 25 Feb 1944.

★ DI PALMA, Anthony G., Lt. Comdr. (then Lt.), USNR, Long Beach, N.J.: Hull assistant to the maintenance officer of the staff commander, landing craft and bases, 11th-PhibFor, Normandy, 6 June 1944.

★ DYER, Walter L., Capt. (then Comdr.), USN, Washington, D. C.: CO, USS *Sigourney,* Solomons area, 17 Nov 1943.

★ ELLIOTT, Frederick J., Lt., USNR, Jersey City, N. J. (posthumously): Gunnery officer, USS *Walker,* POA, 1 Feb 1944.

★ ELLIOTT, Jesse S., Jr., Lt., USNR, Newark, Ohio: Communications and OOD, USS *Ingersoll* with CarTaskFor, Pacific, 15 Jan 1944 to 2 Dec 1944.

★ ELLIS, William C., Lt. Comdr., USNR, New Orleans: Machinery superintendent, NOB, Oran, Algeria, 1943 and 1944.

★ ERSKINE, William E. G., Capt., USN, Lake Worth, Fla.: CO, U. S. Naval detachment, Corsica, before and during invasion Southern France, August 1944.

★ ESSER, Carl F., Lt. (jg), USNR, Aurora, Ill.: CO of a PT boat, invasion of Southern France, 15 Aug 1944.

★ FEREBEE, Henry C., III, Lt., USNR, Camden, N. C.: While serving on board LCI(G) 365 in Pacific area, 21 July 1944.

★ FERRON, Alan W., Lt. Comdr., USNR, Wadena, Minn.: Executive officer and later CO of MTBRon 23, Bismarck Archipelago and Solomons area, 1 Jan to 15 June 1944.

★ FITZGERALD, G. S., Lt. Comdr., USNR, Chicago, Ill.: Assistant war plans officer on staff of CTF, Sicily and Italian mainland, 1943.

★ FORNEY, John M., Comdr. (then Lt. Comdr.) (MC), USNR, Tuscaloosa, Ala.: Member of a surgical unit, 7thPhibFor, SoWesPac, April to July 1944.

★ GARAY, Paul N., Lt. (then Lt. (jg)), USNR, Trenton, N. J.: Effecting rescue of two men trapped in engineroom, USS *Corry,* coast of France, 6 June 1944.

★ GERHOLD, Norman R., Lt., USNR, Richmond, Kans.: CO of an LCT, resupply of Arawe, New Britain, 15 to 21 Dec 1943.

★ GIBSON, Richard H., Lt., USN, Kansas City, Mo.: Plotting officer, USS *Barb,* ninth war patrol, POA, 4 Aug to 3 Oct 1944.

★ GILLILAND, Robert J., Lt., USNR, Hutchinson, Kans.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ GLOVER, Cato D., Rear Admiral, USN, Camden, S. C.: Assistant war plans officer on staff of CincPac, 12 July 1943 to 28 July 1944.

★ GOETZ, Howard C., CPHM, USNR, San Antonio, Tex.: Staff of NavHosp, Guam and POW, 8 Dec 1941 to 1 July 1943.

★ HART, David L., Lt., USNR, McLeansboro, Ill.: Naval gunfire liaison officer, 3d Batt., 8th Infantry, 4th Inf. Div., Normandy coast, 6 to 30 June 1944.

★ HIGGINS, James C., Lt. (then Lt. (jg)), USNR, Arlington, N. J.: With MTBs, 7th Fleet; later as CO, PT 146, New Guinea and New Britain, September 1943 to July 1944.

★ HOLFORD, William G., Jr., Comdr. (MC), USNR, Portland, Ore.: SMO, USS *Lexington,* directed and cared for wounded when ship was hit by suicide plane off Luzon, 5 Nov 1944.

★ HORST, Donald E., Lt., USNR, Annapolis, Md.: Torpedo officer, USS *Sterlet,* Japanese waters, 18 Sept to 30 Nov 1944.

★ HOSTETLER, John, Lt., USNR, Wickett, Tex.: CO, LCT 392, initial assault on Biak, New Guinea, 27 May to 8 June 1944.

★ HOUSE, James O., Jr., USNR, Hopkinsville, Ky.: Communications and fire control plotting officer, USS *Lapon,* third war patrol, enemy-controlled waters.

★ HOWARD, Bert S., Jr., Lt., USNR, Washington, D. C.: Hull superintendent and docking officer, NOB, Iran, Algeria, 1943 and 1944.

★ HOWE, Charles M. III, Comdr., USN, Palo Alto, Calif.: CO, USS *Case,* 27 July 1943 to 8 May 1944; CO, USS *Strong,* 20 June to 2 Sept 1945.

★ HUFFMAN, Paul E., Lt., USN, Vallejo, Calif.: Assistant approach officer, USS *Trepang,* first war patrol, 13 Sept to 23 Oct 1944.

★ JACKSON, Hugh M., Lt. (jg) (then Ens.), USN, Taylor, Miss.: Engineering officer of an LCI (gunboat) task unit, Leyte Island, 20 Oct 1944.

★ JAY, John P., PHM3, USN, Galveston, Tex. (posthumously): With hospital corps detachment, Army General Hospital No. 1, at Little Baguio, Philippines, 28 Jan to 28 June 1942; later as POW, Bilibid prison.

★ JORDAN, Mark H., Comdr. (then Lt.), USN, Andover, Mass.: Executive officer, 6th CBs, Guadalcanal, 15 June 1942 to 5 Jan 1943.

★ JUNNEY, Samuel A., Comdr., USNR, Gloucester, Va.: Assistant materials officer, staff of Com8thFlt, before and after invasion of Sicily, July 1943, and invasion of Italian mainland, September 1943.

★ KARNS, Max E., Lt., USNR, Melrose, Mass.: OOD of submarine during war patrol against Japanese shipping.

★ KAYE, Henry A., Lt., USNR, New York City: CO, LST 347, operations off the coast of France, 15 June 1944.

★ KISE, William D., Lt. Comdr., USNR, Cincinnati, Ohio: With MTBRon 7, northern coast of New Guinea and southern coast of New Britain, September 1943 to June 1944.

★ KLINKER, Roy C., Comdr., USN, Kittery, Me.: CO, USS *Seafox,* first war patrol in Japanese-controlled waters, 4 Oct to 24 Nov 1944.

★ LAMB, Raymond S., Capt., USN, Bridgeport, Conn.: CO, USS *Meade,* SoPac, September 1942 to June 1943.

★ LEACH, Arthur J., Ens. (then PHM1) (HC), USNR, St. Paul, Minn.: Aiding wounded under intense fire at Bougainville, 7 Nov 1943.

★ LEAF, Kenneth J., Lt., USNR, Chicago, Ill.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ LE COMTE, Charles F., Lt. (MC), USN, Long Beach, Calif. (posthumously): POW in prison ship sunk off Olongapo, 15 Dec 1944.

★ LETTS, Kenneth P., Comdr., USN, Flushing, Mich.: CO, USS *Forest,* invasion of Southern France, August 1944.

★ LODGE, Gavin K., Lt., USNR, Atlantic Beach, Va.: CO, LCT 391, resupply of Biak, New Guinea, 2 June to 23 July 1944.

★ LOFT, Gerald L., Lt., USNR, Kirksville, Mo.: Participating in torpedo attack, USS *Redfish,* POA, 23 July to 2 Oct 1944.

★ LOWRIE, Noble W., Capt. (then Comdr.) (SC), USN, Chinchilla, Pa.: Assistant logistics officer on staff of ComLandCraft Bases, 11thPhibFor, invasion of Europe, 6 June 1944.

★ LUEDEMANN, Waldo S., Lt. Comdr. (MC), USNR, San Antonio, Tex.: Medical officer, USS *Lexington,* vicinity of Luzon, 5 Nov 1944.

★ LYNCH, Roy E., CPHM, USN, Waynesboro, Tenn.: Corpsman while POW in prison ships and camps, 14 Dec 1944 to 30 Jan 1945.

★ MARSHALL, Henry M., Capt. (then Comdr.), USN, San Francisco: Engineering officer, USS *South Dakota,* operating with British Fleet, South and Central Pacific for a period of over two years.

★ MARTIN, Gerald P., Comdr. (then Lt. Comdr.), USNR, San Francisco: CO, naval base, Townsville, Queensland, Australia and as CO, naval base, Woodlark Island.

★ MATTILA, Martti O., CSK, USN, Gardiner, Mass.: While POW at Macassar, Celebes, 2 Oct 1943 to 25 July 1945.

★ MAUL, William J., Jr., Lt. (jg) USNR, Grove City, Pa.: OinC, MTB, New Georgia, Vella Lavella and Bougainville Islands, 16 July to 1 Dec 1943.

★ MAY, Eugene F., Capt., USN, Redwood City, Calif.: Executive officer, USS *Oakland,* Pacific areas, 15 Nov 1943 to 30 July 1944.

★ MORGAN, Sam P., Lt. Comdr., USN, San Diego: CO, USS *Bannock,* towing and repair operations off the Atlantic coast.

★ MORLAND, John B., Comdr., USN, Haven, Kans.: Executive officer, USS *Dyson,* Solomons area, 1 November to 26 Dec 1943.

★ MORRIS, Kenneth A., Lt. Comdr. (then Lt.), USNR, Akron, Ohio: Executive officer and navigator, USS *Woodworth,* Solomons area, 27 Sept 1943 to 18 Mar 1944.

★ MORSE, Richard S., Capt., USN, Coronado, Calif.: Chief of staff and aide to ComGunSupGroup, Okinawa Shima, and

WHAT'S IN A NAME

Quaker Guns

They called them "Quaker guns," but that does not imply that they were invented in Philadelphia. William Penn had nothing to do with naming those fabulous mementos of early sea warfare.

During the 17th Century, when pirates were on the roam, most ships rigged up wooden guns in addition to any regular batteries they might have aboard, and mounted the fakes where they would be easily visible. The rows of wooden guns sometimes made pirates think twice before deciding to attack.



They acquired their name, of course, in connection with the then-young religious sect, the Friends, or Quakers, who were opposed to war or fighting of any sort. Whimsical seamen felt that the wooden guns, too, would not lend themselves to actual battle.

Ie Shima campaigns, March and April 1945.

★ Moss, Peyton H., Lt. Comdr., USNR, Providence, R. I.: Flag lt. and legal officer, staff of ComLandCraft and Bases, 11th-PhibFor, invasion of Europe, 6 June 1944.

★ Nee, Donald P., Lt., USNR, McKeesport, Pa.: Assistant gunnery officer of a close-in fire support ship, Tinian, 24 July 1944.

★ Nicholson, Bruce, CPHM, USN, National City, Calif. (posthumously): With U. S. Army Forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ Niess, Francis J., Lt. (jg), USNR, Staceyville, Iowa: CO, USS *LCI(R)* 1030, Okinawa and Ryukyu Islands, and minesweeping operations off Formosa, 1 April to 20 Sept 1945.

★ Odom, John C., CPHM, USN, Maynard, Ark.: Member of staff of NavHosp Guam, and later as POW, 8 Dec 1941 to 1 July 1943.

★ O'Neill, George T., Comdr., Coronado, Calif.: Commander, naval intelligence task group of intelligence division, Com12thFlt, invasion of France, June 1944.

★ Payne, Robert L., CCM, Springfield, Ill.: Supervising the construction of Fighter Field 2, Guadalcanal, November 1942.

★ Podersen, Charles, Lt., USNR, Granville, Ohio: Torpedo officer and torpedo data computor, USS *Cod*, fourth war patrol, 14 Oct 1943 to 25 Aug 1944.

★ Porter, Richard C., Lt. (MC), USNR, Cheyenne, Wyo.: Battalion surgeon, 1st-Batt, 24th Marines, 4thMarDiv, Saipan and Tinian, 15 June to 1 Aug 1944.

★ Pratt, Harold I., Lt. Comdr., USNR, Glen Cove, N. Y.: CO, USS *Pheasant* during assault on France, 6 June 1944; bombardment of Cherbourg, France, 25 June 1944.

★ Pryor, Knight, Capt., USN, Boston, Mass.: Atlantic Fleet anti-submarine warfare unit, September 1942 to February 1944.

★ Razzano, Carmen I., Lt. Comdr. (MC), USNR, Long Island, N. Y.: Surgeon, 2d-Batt., 24th Marines, 4thMarDiv, Saipan and Tinian, 15 June to 1 Aug 1944.

★ Reed, Gilbert L., Lt., USNR, Kalamazoo, Mich.: ComPTDiv, central Mediterranean, May through September 1944.

★ Rezac, George A., Comdr. (CEC), USNR, Charleston, S. C.: OinC, 120th CB, NOB, Oran, Algeria, assaults on Sicily and west coast of Italy.

★ Rhode, Donald A., Lt. (then Lt. (jg)), USNR, Iron Mountain, Mich.: Coxswain of a dinghy, night operations, European theater, 19 May 1944.

★ Rice, Thomas G., Ens., USN, Aurora, Ind.: In charge of electrical plant, USS *Seal*, eleventh war patrol, 8 August to 17 Sept 1944.

★ Riley, Claude E., Lt., USN, Long Beach, Calif.: Engineering officer, USS *Wadleigh*, Marshall Islands, 16 Sept. 1944.

★ Ritter, Edward F., Lt. (MC), USN, Matoon, Ill. (posthumously): Manning outlying first aid station with 4th Rgt, USMC. in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ Roberts, Edward W., Lt. Comdr. (then Lt.), USNR, Wakefield, R. I.: CO, MTB 130, later as ComMTBRon 7, 7thFlt, New Britain and New Guinea areas, March 1943 to March 1944.

★ Ross, Clayton, Jr., Lt. Comdr., USN, Glen Ridge, N.J.: Executive officer, USS *Wadleigh*, Marshall Islands, 16 Sept 1944.

★ Ross, Jack S., Lt. Comdr., USNR, Remer, Minn.: Assistant approach officer, USS *Hardhead*, during a war patrol in Pacific area.

★ Sanders, Fred R., PHM1, USN, Portland, Ore. (posthumously): Member of hospital corps detachment with Army General Hospital No. 1, Little Baguio, Philippines, 1 March to 5 July 1942.

★ Sard, Russell E., Jr., Lt. Comdr. (then Lt.), USNR, Coronado, Calif.: CO of a landing ship during explosions and fires on vessels at West Lock, Pearl Harbor, 21 May 1944.

★ Sharp, Donald H., Lt., USNR, Manhattan, Kans.: Plotting officer, USS *Sterlet*, second war patrol, 18 September to 30 Nov 1944.

★ Sheehan, Paul H., RM1, USN, Lynn, Mass. (posthumously): Combat aircrewman on dive bomber in BomRon 15, USS *Essex*, Philippine Sea and battle for Leyte Gulf, 25 Oct 1944.

★ Sibley, Joseph J., Lt. Comdr., New York City: Diving officer, USS *Cobia*, first war patrol, Pacific waters, 26 June to 14 Aug 1944.

★ Skeats, John M., Lt. Comdr. (MC), USNR, Orange, N. J.: Medical officer of a beach platoon, Saipan, 16 to 25 June 1944.

★ Sleeper, Alan R., Jr., Lt. (jg), USNR, Iola, Kans.: Current operations officer on staff of a CTF, invasion of Southern France, August 1944.

★ Steinert, Norman C., Lt., USNR, Sandusky, Ohio: CO of LCI 24, Bougainville, 26 April to 9 May 1944.

★ Stephan, David R., Comdr., USN, Los Angeles (posthumously): CO, USS *Franks*, Pacific area, 3 July 1944 to 1 Apr 1945.

★ Storey, James W., CPHM, USN, Columbia, S. C.: Member of staff at NavHosp, Guam and later as POW, 8 Dec 1941 to 25 Aug 1943.

★ Strong, Ronald T., Capt., USNR, San Diego: Unloading control officer in amphib group in 3dPhibFor, Pacific war area, 20 to 23 Oct 1944.

★ Tappy, Lester R., PHM2, USNR, Niagara, Wis.: Corpsman aboard prison ships Manila to Moji, Japan, 14 Dec 1944 to 30 Jan 1945.

★ Taylor, John C., Lt. (jg) (then Ens.), USNR, Los Angeles: Assistant beachmaster, Normandy coast, 6 June 1944.

★ Tout, James E., Lt., USNR, Pampa, Tex.: Landing signal officer, USS *Enterprise*, POA, 28 July to 20 Nov 1944.

★ Turk, John P., Lt. Comdr. (MC), USNR, Miami, Fla.: Medical officer with assault troops, SoWesPac, April to July 1944.

EX-NAVY BLIMPS GO COMMERCIAL

Residents of the eastern United States have been startled on clear, cold winter nights to glance into the sky and see huge, illuminated billboards drifting overhead in weird silence. Like disembodied segments of Times Square, the lights wink on and off in patterns, spelling out the attributes of various products in the patois of the advertiser.

The phenomenon is the result of a rare combination of circumstances: the Navy's long and, by now, expert operations in lighter-than-aircraft; the end of the war, which left the Navy with a number of blimps it no longer needed; and the enterprise of a big advertiser who specializes in what the trade calls "spectaculars," the Douglas Leigh Sky Advertising Corporation.

Spectacular, a term overworked by Hollywood, is probably appropriate in this sense. One of the Leigh blimps, for instance, plugs a motor car once known vulgarly as the tin lizzie. The blimp itself is 265 feet long. Flashing nearly from stem to stern—200 feet to be exact—is the slogan by which this particular manufacturer induces the public to buy his product, or at least to wait for it. The capital "F" in the trade name of the vehicle is 35 feet high and the top stroke of the letter an artistic 100 feet in length. It is, we are assured, the largest electrical letter ever flashed. A thousand light bulbs trace this letter alone; 10,000 bulbs are used in the entire message on this blimp, and 100,000 feet of wire, 30,000 feet of tape and 800 pounds of paint.



DISCHARGED—Blimp gets 'duck' from Rear Adm. T. G. W. Settle, Naval Airship Training chief, Lakehurst.

The mammoth firefly is guaranteed to be visible at five miles, readable at three, and absolutely unavoidable at anything less than two.

Like the Naval Reserve, this enterprise helps bolster the Navy against future emergencies. For the obvious reason that blimp pilots occur seldom in the census, the Leigh blimps are operated by ex-Navy lighter-than-airmen, and for the same reason the big blimps are serviced and maintained by veterans who learned their skills in the Navy. As the Leigh enterprise expands, and it is planned that it shall eventually make bright the night from San Pedro to Casco Bay, more and more Navy veterans will be offered jobs, rare in these days, which fully utilize their wartime skills. The Navy was not blind to this aspect of the operation when it heard, with approval, some months back that a rare buyer was interested in surplus blimps—whole, that is, not as material for raincoats.

And there is a concurrent advantage. The blimps operated by Leigh are maintained in such condition that they will be available for Navy use again, if the occasion arises, and certain ground facilities leased from the Navy are similarly kept in use.

There's an angle that the Navy airship crews at NAS, Lakehurst, like, too. They help handle the big blimps in off-duty hours occasionally, and pick up a little extra liberty money for their labor.

BOOKS: ROMANCE OF NATION'S EARLY HISTORY PRESENTED

HISTORICAL fiction, if its popularity is any criterion, has many devotees, all of whom should be interested in this month's selections. Three different prescriptions for the mingling of history with romance and adventure are represented in books now being distributed by BuPers to ship and station libraries.

Each shows that the author has accomplished extensive research, yielding authenticity as well as highly readable history. One is a fictional biography, another narrates history through the lives of people who made it and the third is in the traditional form of a historical novel.

● ***"Lydia Bailey"*** by Kenneth Roberts; Doubleday & Co.

Arrival of *Lydia Bailey*, a new novel by Kenneth Roberts, is certain to excite readers of historical fiction. This is Mr. Roberts' first novel since *Oliver Wiswell*, the story of the priggish young man with critical views of those who chose to fight alongside George Washington.

Now Mr. Roberts introduces the charming and lovely Lydia, whose romance with the conscientious young American, Albion Hamlin, is the thread which ties together the story. In 1800 Hamlin, counselor-at-law, unsuccessfully defended Thomas Bailey but resolved to win his client's beautiful niece, Lydia. It's a swashbuckling tale of the years in which a young United States taught the world that the new nation was a power to be respected. Historical aspects of the story concern the Alien and Sedition Acts, the capture of American merchant vessels by French pirates, Bonaparte's plan to re-take Haiti as a base for attacking America, and the Tripolitan War.



PIRACY in Tripoli and revolt in Haiti fill the pages of Kenneth Roberts' new historical novel, *Lydia Bailey*.

Caught in the Haitian slave uprising, Lydia and Albion flee to the jungles with King Dick, resourceful ex-slave who appeared briefly in Roberts' *Lively Lady*. They live in the jungle disguised as natives, marry, honeymoon in France and determine to dwell peacefully in New England. Pirates seize their ship en route from France, however, and Lydia and Albion are taken to Tripoli as slaves.

Strange and vivid characters enliven the pages of Roberts' newest book: handsome Tobias Lear, once secretary to George Washington and now an unscrupulous politician whose acts betray allies of the U. S.; amazing General Eaton, soldier, diplomat and much neglected American hero; heroic Henri Christophe; brilliant Toussaint; ruthless Dessalines, Toussiant's general; and, of course, King Dick with his talents for gunnery, strategy and black magic. His masquerade as a Moslem holy man leads to the rescue of Lydia and Albion from Tripoli.

● ***"The Lost Men of American History"*** by Stewart H. Holbrook; Macmillan Co.

Debunking some of our most popular beliefs and attempting to give credit where credit is due, Mr. Holbrook brings to public consciousness men and women who played very important parts in making American life what it is today, but who have slipped from public notice or have been badly interpreted. He does it "with malice toward none" in *The Lost Men of American History* with brief but fascinating stories.

Among those presented are Charles Harvey, who built the Soo Canal; Sergeant Ezra Lee, whose daring exploits in the first submarine *Turtle* were forerunner of great changes in naval warfare; and William Hoard, who was creator of modern scientific dairying.

Popular misconceptions exploded by Mr. Holbrook undoubtedly will startle many. The Pilgrim fathers, he demonstrates, did not introduce the log cabin to America. While Eli Whitney's cotton gin has had tremendous influence on our history, the author concedes, still Whitney's discovery of the use of interchangeable parts was of greater significance. It revolutionized our industry.

● ***"New Orleans Woman"*** by Harnett Kane; Doubleday & Co.

For 20 years Myra Clark Gaines had believed herself the daughter of Col. Samuel Davis, hero of the Delaware, but on the eve of her marriage to the young New England lawyer, William Whitney, in 1832 she learned that her father was the famous Daniel Clark, former citizen of New Orleans, and her mother Zulime Carriere, beautiful Louisiana Creole. In *New Orleans Woman* Harnett Kane tells in novel form the amazing story of Myra Clark Gaines, who devoted her life and that of two husbands to proving the legitimacy of her birth.

Her father, who died in 1813, neglected to announce his marriage or recognize his daughter because of political reasons. When Zulime left him, Clark arranged that Myra should be cared for and his will, made in Myra's favor, was suppressed by two associates who prospered mightily as a result.

Myra pitted all her considerable energy and determination in the struggle against all New Orleans' power and money for her rights and the security of her children.

Only a hard-hearted reader could fail to join Mr. Kane on the side of Myra and her fight for the heritage. Seventeen times in various forms the case went before the Supreme Court and Myra did not live to see the end.

Briefly noted:

● ***"Scientists Against Time"*** by James Phinney Baxter 3rd; Little, Brown & Co.

The "now it can be told" story of the work of the Office of Scientific Research and Development and the part its scientists played in winning the war by cooperation with the military and industry.

● ***"Fabulous Empire"*** by Fred Gipson; Houghton Mifflin Company.

Col. Zack Miller and the rise and fall of his famous 101 Ranch and Wild West Show. It was the colonel who introduced Will Rogers and Tom Mix to the entertainment world.

● ***"The Thresher"*** by Herbert Krause; Bobbs-Merrill Company.

● ***"Wheat Rancher"*** by William M. Rush; Longmans Green & Company, Inc.

Two stories of wheat ranching. The first tells of the transformation of Johnny Schwartz from a kindly Minnesota farmer into a man who can let his best friend die and his girl's heart break without a qualm. In the second book are related the adventures of Emery Frazier, who raises wheat and horses.

● ***"Shikar and Safari"*** by Edison Marshall; Farrar, Straus & Co.

Novelist Edison Marshall tells of his experiences tracking and shooting big game in Burmese, Indian and South African jungles.

● ***"In a Dark Garden"*** by Frank G. Slaughter; Doubleday & Co.

The life, loves and adventures of Julian Chisholm, a Confederate Army field surgeon married to a Union agent.

● ***"Where Are We Heading?"*** by Sumner Welles; Harper & Brothers.

The author of *The Time for Decision* gives an appraisal of international events in Europe, Asia, the Near East and Latin America.

● ***"Dear Fatherland, Rest Quietly"*** by Margaret Bourke-White; Simon & Schuster, Inc.

The well-known photographer-author presents in photographs and text a realistic portrait of postwar Germany and the attitudes of the people she found there.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Standard Enlisted Leave Procedure Established And Instances Outlined

A standard policy for granting leave to enlisted personnel throughout the Navy is established by BuPers Circ. Ltr. 282-46 (NDB, 31 December), which lists basic leave directives and outlines instances in which leave should be granted.

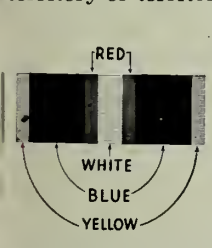
In addition to periodic leave from duty station, the letter states, personnel should be granted requested leave to which entitled during the following periods (when consistent with service requirements and other exigencies):

- When being transferred from sea duty to shore duty and prior to reporting to shore billet.
- When being transferred from sea duty to a service school and prior to reporting to school on designated convening date.
- Upon completion of school assignment.
- When ordered to sea duty, not having completed normal tour ashore.
- When in a transient status between sea duty assignments.

Enlisted men ordered to sea upon completion of a normal tour of shore duty should be granted a maximum of 10 days' leave, the letter said. Personnel on shore duty should take leave as accruing during their tour ashore.

New Ribbon Authorized For Philippines Duty May Be Worn by Sailors, Marines

The Philippine Independence ribbon, authorized by the Philippine Government, may be worn by personnel of the Navy and Marine Corps who were on active duty in Philippine territory or territorial waters on 4 July 1946, it was announced by Alnav 641-46 (NDB, 31 December).



The ribbon, one and 3/8 inches wide, has a 3/16 inch white stripe in the center. On both sides, the white center stripe is followed by a 3/32 inch red stripe, a 13/32 inch blue stripe and a 3/32 inch yellow stripe on each end.

The ribbon will take precedence next after the Philippine Liberation ribbon.

Millionth Leave Pay Check Goes to Vet

Harold W. Zitko, St. Louis, Mo., received the one-millionth bond and check paid a Navy veteran by the Navy Terminal Leave Disbursing Office, Great Lakes, Ill.

A veteran of nearly three years service, Zitko had been awarded the Presidential Unit Citation with bronze star, the Asiatic-Pacific ribbon with 12 battle stars, the Philippine Liberation ribbon with two stars, the American Theater ribbon and the Victory ribbon.

A congratulatory scroll signed by the officer in charge, his assistant, and more than a thousand Navy and civilian personnel at the Great Lakes office, accompanied the bond and check given Zitko.

Beverage Privileges Extended in CLUSA

Alcoholic beverage privileges have been extended to adult enlisted personnel at U. S. continental shore stations, under certain conditions. Similar privileges were conferred in overseas areas last summer.

A SecNav letter dated 9 Dec 1946, to all continental shore activities, advised that subject to the provisions of Art. 118, Navy Regs, the limitations prescribed in para. 1 of General Order No. 59 (13 May 1935) have been extended to include public quarters, other than barracks, of enlisted men and civilian personnel at naval continental shore establishments.

Naval commands were advised to issue necessary detailed control instructions, to insure prohibition of sales to minors and compliance with local laws.

Post Office Authorization Required for Mail Clerks

Navy mail clerks must have received notification of designation from the Postmaster General before they will be permitted to operate Navy post offices, it was announced by Alnav 642-46 (NDB, 31 December).

The Alnav, which is effective 1 March, called attention to the requirements of sections 7, 8, 9 and 18 of the Mail Service Manual, Part 2, 1945, and emphasized that all activities concerned take appropriate action immediately in order that service may continue uninterrupted.

Slowdown in Applications For Unused Leave Pay Is Delaying Payments

Naval personnel are not taking full advantage of a production line procedure established at the Terminal Leave Disbursing Office, Great Lakes, Ill., BuSandA announced.

The streamlined operation at Great Lakes can pay terminal leave claims at the rate of 20,000 a day, but unless the facilities are used to a greater extent its speed and efficiency will be impaired.

Alnav 636-46 (NDB, 31 December) urged all personnel in service on 1 Sept 1946, who had more than 60 days' unused leave to their credit, to file immediately for bond and check payment equal to the value of excess leave.

Unless all personnel now in service file their claims immediately, the Alnav pointed out, facilities at Great Lakes will be slowed down so much that claims received near the deadline of 1 Sept 1947 will be delayed in processing.

Press releases prepared simultaneously with the Alnav pointed out to Navy veterans the necessity of submitting claims promptly in order to maintain the current rate of payment. Two months after the stepped-up plan was placed in operation, the one-millionth claim was paid. However, less than half of the estimated 3,500,000 claims have been received by the Great Lakes office.

USN(T) Officers' Change To Enlisted Clarified

Clarification of procedures when temporary officer appointments are revoked and the holders ordered to report for duty in enlisted status was issued in Alnav 4-47 (NDB, 15 January).

It was explained that such orders detach temporary officers from present duty to proceed and report to designated stations, with delay en route to count as leave. Upon expiration of leave, the temporary appointment is terminated.

Elapsed time is computed from date of detachment to date of reporting, as in Art. C-4001 (2), BuPers Manual. Such officers are entitled to proceed time, but reimbursement for travel from station from which detached to station to which ordered to report is settled on the basis now provided for enlisted men.

Former Coast Guardsmen May Enroll in Reserve And Hold Old Ratings

Recent revisions have modified rulings under which former Coast Guard and Coast Guard Reserve personnel are accepted in the inactive Naval Reserve.

Prior to 19 Sept 1946, former Coast Guard and Coast Guard Reserve personnel could be enrolled in the inactive Naval Reserve no higher than pay grade 5 (S1, F1, etc.) no matter what their rate at time of discharge. Recruiting Circ. Ltr. 21-46 (Rev.) now authorizes their enrollment in the inactive Naval Reserve in the rating they held at discharge from the Coast Guard.

Provision also has been made whereby former Coast Guard and Coast Guard Reserve personnel, who were enrolled in the Naval Reserve at the time the no-higher-than-pay-grade-5 rule was in effect, may have their Naval Reserve ratings adjusted to conform to the rating at which they were discharged from the Coast Guard. Such personnel may address requests for this adjustment to their District Commandant. Requests of such personnel who held Coast Guard ratings not included in the present Navy rating structure will be forwarded by District Commandants to the Chief of Naval Personnel. Details are announced in NRMA Ltr. 48-46.

Former members of the Army and Marine Corps enlisting in the inactive Naval Reserve will be enrolled in status not higher than pay grade 5.

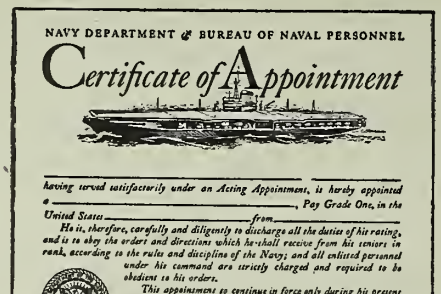
Straggler/Deserter Form Revised to Avoid Delay

BuPers has moved to eliminate a delay which frequently occurs between the time a straggler's reward expires and the declaration and reward as a deserter is issued.

This is accomplished by a revision of the Declaration and Reward for Straggler/Deserter from United States Naval Service (Form NavPers 640) (Rev. 10-46). The revised form automatically makes payable the reward of $50 for return of a deserter when the reward of $25 for return of a straggler expires.

An initial supply of the revised form is being distributed to all ships and stations, announced BuPers Circ. Ltr. 290-46 (NDB, 31 December). It will be placed in use upon receipt, and all previous issues of the form destroyed.

Detailed instructions for using the revised form under various circumstances are given in the circular letter, which enjoins all COs to make proper absence entries in service records at time of absence, issue Form NavPers 640 after 24 hours' unauthorized absence, and close out records and accounts of deserters promptly in accordance with previous instructions.


NAVY DEPARTMENT & BUREAU OF NAVAL PERSONNEL

Certificate of Appointment

having served satisfactorily under an Acting Appointment, is hereby appointed a ____, Pay Grade One, in the United States ____ from ____.

He is, therefore, carefully and diligently to discharge all the duties of his rating, and is to obey the orders and directions which he shall receive from his seniors in rank, according to the rules and discipline of the Navy; and all enlisted personnel under his command are strictly charged and required to be obedient to his orders.

This appointment to continue in force only during his present enlistment, unless continued by reenlistment within ninety days from the date honorably discharged or as otherwise prescribed by the Chief of Naval Personnel.

Chief of Naval Personnel

Here's Newly-Designed Certificate

Are You Awaiting That Appointment Certificate? It's Coming, Chief

If you're still waiting for that shiny new Certificate of Appointment to pay grade 1—and getting a little burned up at the delay—hold fast, Chief!

That's the word from BuPers, which these days is struggling with a backlog of 37,000 requests for the certificates. The newly-designed certificate now is being issued with all new appointments to pay grade 1, a practice which was suspended during the war.

Certificates will be received by all eligible persons who were appointed between 27 Jan 1942 and 31 Oct 1946 (the period during which issue was suspended), as outlined in Encl. (E) of BuPers Circ. Ltr. 191-46 (NDB, 31 August). But it'll take a little time.

In the meantime, requests for certificates will not be acknowledged, since they will be acted upon as soon as possible. Also, to reduce unnecessary correspondence, personnel are asked not to request information of the status of their certificates.

Navy Civil Service Jobs Open in Foreign Offices

The Navy has announced opening of many Civil Service clerk-stenographer positions in various naval attache offices throughout the world. Most of the vacancies are in eastern Europe and Asia in ratings CAF 3 to CAF 5 inclusive. Extra allowances are paid to Civil Service personnel on foreign duty.

Persons qualified by training or experience, including ex-service personnel, may apply. Accepted applicants must contract to serve overseas a minimum of 18 months. Inquiries or formal applications on Civil Service Form 57 (obtainable at any first class post office) may be addressed to: The Chief Clerk's Office (Op 32C213), Room 4616, Navy Department, Washington 25, D. C.

Overseas Movement Orders Changed to Allow Men To Remain With Families

BuPers doesn't set itself up as a marital relations clinic, but it has acted to preserve the happiness and peace of mind of enlisted men and their dependents traveling to and from overseas stations.

Much unhappiness has resulted from time to time when enlisted men and their families have become separated when debarking from transports. Main cause is the fact that men traveling under draft orders have been required to report immediately to RecStas, leaving their dependents stranded, without knowledge of their whereabouts, and without assistance in finding quarters or arranging transportation.

In an attempt to avoid repetition of such unhappy situations, BuPers has prescribed the following procedures in BuPers Circ. Ltr. 280-46 (NDB, 15 December):

• Commands will issue *individual* orders to *all* enlisted men who will be embarked in the same transport as their dependents. These orders will provide:

(1) Such manner of reporting as will occasion a minimum separation of the man from his dependents prior to embarkation, and

(2) Delay not to exceed two (2) days in reporting to the designated RecSta after debarkation. In this connection, attention is invited to Art. 3005, U. S. Navy Travel Instructions, 1946.

• COs of transports carrying dependents will upon arrival:

(1) Give the debarkation officer the names and draft order reference numbers of enlisted men who have dependents on board, and

(2) Segregate these men and turn them over separately to the debarkation officer.

• The debarkation officer will process separately men with dependents on board and enable them to contact and assist their dependents. If any men are traveling under draft orders and have not been issued individual orders as stipulated above, the debarkation officer will remove their names from the draft order and give them individual authority to delay up to two (2) days in reporting to the designated RecSta, notifying the RecSta of such action.

The circular letter said that all delays in reporting shall be charged as leave. In addition to giving full support and cooperation in carrying out the letter's intent, commands were enjoined to make such local arrangements as will further its purpose for both outbound and inbound personnel on both Navy and Army transports.

Change of Station Travel In Personal Automobiles Okayed in Manual Change

Provisions for use of privately-owned vehicles in travel under orders were written into the BuPers Manual by Alnav 618-46 (NDB, 15 December).

A new subparagraph (h) to Article C-4001 provides that: "In the absence of instructions in travel orders to the contrary naval officers may elect to travel via privately-owned vehicle without specific authority in carrying out any type of travel orders.

"When travel is performed in a privately-owned vehicle in carrying out permanent change of station orders, 250 miles-per-day will be the rate used in computations to determine the date of reporting. The distance between duty points will be computed by the shortest usually traveled route as shown in the official mileage tables. This distance, divided by the allowable daily mileage, is the period of travel time authorized."

It was explained that any distance of 100 miles or more, in excess of the standard 250 mile-per-day units, would be counted as an extra day.

The new subparagraph continued, "When an officer has performed all or any portion of necessary travel in connection with permanent change of station via privately-owned vehicle, he will so endorse his orders."

The new subparagraph (h) replaced former subparagraph (h), having to do with air travel, which became subparagraph (i).

Enlisted personnel were brought within the new regulations by addition of a new Article D-7032 to the BuPers Manual. The new article provided that enlisted personnel with dependents, transferred on permanent change of station orders, except those transferred in drafts, may be allowed proceed time on the same basis as provided for officers in Article C-4001. It was further provided that enlisted personnel may be allowed travel time for travel by privately-owned vehicle on permanent change of station orders on the same basis as is provided for officers in C-4001. It was directed that travel orders issued to such enlisted personnel shall contain a provision or endorsement authorizing travel by privately-owned vehicle in order that appropriate travel time will be allowed.

Provisions for privately-owned vehicle travel for officers and enlisted men do not affect computation of per diem or subsistence. Alnav 618 applies also to Marine Corps personnel, and necessary changes to the MarCorps Manual are in process of approval.

New System in Naming Air Groups Instituted

A new system has been instituted by CNO to designate naval aircraft squadrons and fleet air groups, including Reserve units.

Under the new system, air groups on CVBs are given the prefix CVBG, followed by odd numbers, 1, 3, 5, etc. Attack carrier air groups are called CVG, 1, 3, 5, etc.; light carrier air groups, CVLG 1, 2, 3, etc.; and escort carrier air groups, CVEG 1, 2, 3, etc. Reserve air groups in these four classes will be designated similarly, except that their numbers would be 51, 52, 53, etc., instead of 1, 2, 3.

Patrol squadrons are redesignated by class of aircraft and there now are five types: Heavy landplane patrol squadrons, VP-HL; mediums, VP-ML; heavy seaplane squadrons, VP-HS; medium seaplane squadrons, VP-MS; and amphibian squadrons, VP-AM. Numbers are 1, 2, 3, etc., for the Navy and 51, 52, 53 for the Reserve

Observation squadrons have the same number as the division to which the parent vessels are assigned, with a suffix letter Baker or Charlie to differentiate between battleship and cruiser. Night development squadrons become VCN, and photographic squadrons change from VD to VPP. Transport utility squadrons changed to VRU, and utility squadrons from VJ to VU.

Court Rules Radar Must Be Used in Low Visibility

Radar equipment on a naval vessel, although offering a tremendous advantage for navigation under conditions of low visibility, can place an additional burden on the CO, it was pointed out in NavOp 17-46 of 21 December.

This was brought out by a recent court ruling which stated that vessels equipped and manned to use radar must do so while under way during periods of reduced visibility, without in any way relieving COs of the responsibility for carrying out other normal precautionary measures.

The court held that failure of a government vessel to make use of radar while under way in low visibility was directly contributory to a collision in which the vessel was involved. Articles 29 of both International Rules of the Road and Inland Rules of the Road were deemed applicable.

Seek Inactive Officers As Writers on Ordnance

Navy officers on inactive duty, between 25 and 35 years of age and with a year's postgraduate work in ordnance or equivalent service experience, are desired by the General Electric Co. for civilian positions as writers of ordnance pamphlets and instruction books.

Applicants should address inquiries to A. M. Demont, General Electric Co., Schenectady, N. Y.

New Procedure Listed For Handling Certain Types of AWOL Cases

Procedure for handling a certain class of absence offenders was announced in Alstacon 181400 of December, pending issuance of revised instructions relative to the administrative handling of all absence offenders.

The new procedure affects offenders with less than 31 days unauthorized absence from U. S. continental shore stations, and provides for their return to their own stations for disciplinary action.

Stations to which such men surrender or are delivered shall:

- Confirm offender's permanent duty station by rapid means.
- Provide offender with transportation to own station, and with written orders that he is being returned in disciplinary status in his own custody. Inform him that failure to comply strictly will subject him to a charge of deliberate disobedience of orders and further unauthorized absence.
- Inform offender's own station of date he is due to report, and a summary of expenses that should be checked against offender's pay account.

Stations to which such men are returned shall:

- Confirm by rapid means offender's attachment to that station and date absence commenced.
- Retain his records.
- Take appropriate disciplinary action.
- Check offender's pay account for expenses incurred by the government incident to his return.

The requirement that absence offenders from shore stations must be sent to sea was held in abeyance by the new instructions, and is now discretionary with COs.

In presently pending cases, in which records have been received or requested, disciplinary action will be taken by the command which has custody of the offender.

Wave Reenlistment Program Discontinued

The Waves reenlistment program, under which former Waves in certain rating groups were returned to active duty until 1 July 1947, was closed as of 31 Dec 1946.

Several hundred enlisted Waves, including a high percentage of Hospital Corps personnel and aviation rating groups, reenlisted under the program. No further volunteers can be accepted, since the Navy now has a sufficient number of enlisted Waves on active duty to maintain the 5,000 average allowed during fiscal 1947.

Meanwhile, the Navy prepared legislation which is to be submitted to Congress this session, providing for Waves in the regular Navy and the Naval Reserve during peacetime.

CHAPLAIN URGES REVISIONS IN COURT-MARTIAL SYSTEM

Five hundred prisoners in nine different places of confinement were asked: "Do you feel that you received a fair trial?"

The questioner was Commodore Robert J. White, (ChC), USNR, on special assignment for the Office of the Judge Advocate General. According to his report, made public by SecNav James Forrestal, 410 or 82 per cent felt that they had been treated fairly by naval courts-martial. The other 18 per cent registered complaints against naval justice.

Commodore White treats thoroughly of these complaints in his report, which also recommends 10 changes in the Navy court-martial system.

The commodore was well-qualified for the assignment, as examination of his distinguished career will show. Besides service in both world wars, he practiced law for eight years and joined the faculty of Catholic University of America in 1931. Since 1937 he has been Dean of the Law School at that institution. During the recent war Commodore White was Fleet Chaplain on the staff of Vice Admiral H. K. Hewitt, USN. Not long ago he was elected president of the Chaplains Association of the Army and Navy of the United States.

Given authority to interview prisoners where and how he chose, Commodore White talked to them privately with only a yeoman present as stenographer. Neither prisoners nor prison officials were forewarned of the interviews and the prisoners were free to answer as they chose, or to refuse answers if they wished. The 500 interviewed represented a cross-section of about 15,000 prisoners. (Current prison population is approximately 4500). About 80 per cent of all prisoners are restored to duty; more than 65 per cent make good.

The complaints against naval justice, according to the report, fall into three large groups. Commodore White, who accepted the answers of prisoners at face value for the purposes of the survey, lists these groups as follows:

- Complaints against the court.
- Complaints concerning counsel.
- Complaints concerning the prosecution.

A heavy proportion of complaints, directed against Navy counsel, impels the report to conclude that there were some solid bases of complaint. Other complaints, to sample a few, dealt with methods of identification, prejudiced and inattentive courts.

From this study Commodore White worked out his list of recommended changes to the system of Navy justice. The changes may be set forth in this wise:

- Articles for the Government of the Navy—Revision of this document, enacted in 1798, should effect (1) a simplified and more orderly arrangement, (2) elimination of anachronistic, material, (3) clarification of several basic elements of naval justice, (4) enlargement of summary court-martial jurisdiction, (5) separation of function of Judge Advocate and prosecutor, (6) authorization of Judge Advocate to advise court on questions of law, (7) reducing the size of courts, (8) empowering court to recommend suspension of sentence and probation, and (9) assurance of personal guarantees against being compelled to testify against self, being placed twice in jeopardy for the same offense, infliction of cruel or unusual punishment, and entitlement to a speedy trial—among others.
- Manual of Courts and Boards—Revision and re-writing to incorporate changes recommended for the Articles for the Government of the Navy and to simplify the text for the benefit of a non-lawyer legal officer.
- Education in naval justice—Course at School of Naval Justice, Port Hueneme, Calif., should be lengthened, parallel instruction given at the Naval Academy and correspondence courses provided for Naval Reserve officers.
- Delays in trial and sentence—Require a written report stating reasons for any delay in trial more than 20 days; this, plus the guarantee of speedy trial in the Articles for the Government of the Navy.
- Excessive sentences—Enact limitations of punishments for offenses committed during war.
- Independence of the court—Eliminate any influence of convening authority over decision of a court and provide for submission of fitness reports on qualified Judges Advocate by the Judge Advocate General.
- Attitude of the court—Sternly warn officers of the serious responsibilities of becoming a member of a court-martial.
- Education of enlisted personnel—Suggests that an educational film be prepared, demonstrating the ways in which men can fall afoul of Navy discipline.

The report concludes with an indictment of the American home, where laxity in discipline fails to produce a controlled, mature young man, or through drunkenness, divorce, desertion or discord provides a background of instability. The Commodore adds, however, that ". . . the Navy and American parents have a very real and substantial identity of interest in the religious and moral training and the self-discipline of American youth."

Indicative of the honesty of this charge are figures garnered in the survey. They show that 60 per cent of offenders in the Navy fall into the 18-21 year old category, with the greatest number aged 19. Although most were "not inherently vicious or anti-social," the report estimates that 3 to 5 per cent would have come in conflict with the law in civil life.

The report explains that these suggested changes in the court-martial system and this criticism of the American home do not imply that Navy justice functioned unfairly during the war. The percentage of favorable reaction in such a broad cross-section, the report reads, would not be found in a corresponding cross-section of Federal or State prisoners.

Fleet Commander Title Abbreviations Changed

Abbreviated titles for Commander in Chief Pacific Fleet and Commander in Chief Atlantic Fleet were changed to CincPacFlt and CincLantFlt, respectively, by Navop No. 15, 141418 of December. This supercedes previous and existing directives in this regard.

Necessary changes to publications will be effected accordingly. Call signs and routing indicators for these commands remain unchanged.

HOBBY CRAFTS OPEN TO RESERVISTS

Reserve units now may take advantage of the regular Navy's extensive hobby craft program, BuPers announced. The Bureau will assist any interested Reserve command in establishing a hobby shop.

More than 35 crafts, many with high training value, are included in the Bureau's hobby program. At regular Navy activities where hobby shops have been set up, officers and men have taken up hobbies ranging from photography to glass blowing, and including radio, model aircraft, machine shop and cabinet work.

BuPers will assist Reserve units by furnishing such necessary shop tools and equipment as may be available from surplus stock, and will lend technical and professional advice on the hobby program, shop layout and job installation.

It was pointed out that charges to personnel for raw materials can result in sufficient profit to operate the hobby shop on a self-sustaining basis, cover improvements and result in funded debt reduction.

Interested commands may address Bureau of Naval Personnel (Attn: Pers 514) for information and action on programs.

New Information Given Concerning Officers' Postgraduate Courses

Revisions in officer postgraduate courses convening in 1947 have been consolidated with additional information in BuPers Circ. Ltr. 299-46 (NDB, 31 December). The courses originally were announced in BuPers Circ. Ltr. 222-46 (ALL HANDS, November 1946, p. 54).

The changes and additional information follow:

• The course in applied naval engineering is suspended for the fiscal year 1948. This cancels that paragraph of the original circular letter which deals with the course, and NavAct 76-46, which invited applications.

• Attention was invited to Alnav 600-46, which changed the convening date of the applied communications course to July 1947, and the deadline for applications to 15 Mar 1947 (ALL HANDS, January 1947, p. 55).

• Eligibility requirements for the law course scheduled to convene in September 1947 have been modified to read: "Officers should have had not less than three years' sea duty." The deadline for applications has been changed to 1 Mar 1947.

• Eligibility requirements for the management and industrial engineering course now read: "Eligible are officers junior to the Naval Academy class of 1932 or equivalent seniority, who are graduates of naval postgraduate courses in aeronautical, civil, electronics, naval construction, naval construction and engineering, naval engineering, and ordnance engineering, or officers possessing equivalent educational background."

• Since the quota for the naval administration course is only 33, the input will be made into the March class, with no class convening in September. That part of the original circular letter concerning the September class is cancelled. No applications are desired.

The new directive said that, in the future, it will not be the practice to request applications for postgraduate instruction by Alnav or Navact. COs were directed, in view of this, to publicize widely throughout their commands Circular Letters 222-46, 299-46, and all future letters announcing postgraduate or advanced training courses.

Military Escort Planned For Return of War Dead

Plans for provision of military escorts for Navy, Marine Corps and Coast Guard dead returned from overseas have been submitted by BuPers to CNO.

The plans contemplate arrival of remains at the rate of approximately 250 per month from September 1947 through January 1948, and the arrival of less than 100 per month thereafter until early 1949. It was estimated the Navy will be required to furnish 500 officers and enlisted personnel for the military escort at the start of the repatriation of remains, with the requirements scaling down as the program advances.

To insure proper indoctrination of escorts, it was recommended that a trained nucleus of 15 officers and 180 enlisted personnel be allocated in fiscal 1948, for distribution to Army commands across the nation which will be receiving the remains.

It was also recommended that officer escorts be provided in higher or equal rank of the deceased; that enlisted escorts be of the first three pay grades, and that special escort be provided for Medal of Honor deceased. Certain naval districts were suggested as sources from which additional escorts might be assigned on a temporary duty basis as needed.

Reservists in Training Will Be Issued Clothing

Enlisted Reservists, other than CPOs, will be loaned clothing for the duration of periods of training duty, under provisions by BuPers. The Bureau provided also for the issue of bedding.

On reporting for training duty, each enlisted Reservist (except chiefs) will be outfitted by the district outfitting battalion in the district in which the training cruise begins. Each Reservist must provide the following items, however, which will not be loaned by the government: 1 pair black shoes, 4 pairs black socks, 4 undershirts, 4 drawers, 2 bath towels and toilet articles. The Reservist is expected to provide, also, a suitcase or other carrier for his gear, and in which to stow his civilian clothing while he is on training duty.

Bedding will be provided for all Reservists, officer and enlisted, at the start of training cruises.

CPOs must provide their own clothing during training.

Navy Aid to Far East Rehabilitation Extended

Naval aid in relief and rehabilitation of the Far East under Alnav 330-46 (NDB, 30 June) was extended to 30 June of this year in Alnav 623-46 (NDB, 15 December).

Alnav 330 directed that the Navy "continue to render every assistance possible in making available and keeping in operation the shipping required for relief and rehabilitation in the Far East within limitations imposed on personnel and funds and without interference with naval tasks."

Naval assistance has taken the form of issue of stores, fuel and repair parts as required on a reimbursable basis.

Rules Governing Wearing Of Ribbons by Waves Announced in Letter

Rules for the wearing of ribbons and aviation insignia by Waves were announced as a change to Uniform Regulations, Women's Reserve, in a BuPers letter of 6 Dec 1946 to activities within the continental U. S.

The regulations provide that Waves entitled to wear any of the decorations, medals and badges authorized for male personnel shall wear the ribbons of such awards on blue, gray and white jackets. Ribbons shall be worn in the customary manner, in horizontal rows of three each, the rows spaced ¼-inch apart.

Ribbons may be sewed to the uniform or arranged on a bar or bars to be pinned to blue, gray and white jackets. One or two rows of ribbons shall be centered on the left pocket flap of the jacket, and each succeeding row shall be worn above the pocket flap.

The rules contained a statement that ribbons shall not be impregnated with unnatural preservatives or be worn with artificial protective coverings. It was noted that such preservatives and coverings have been forbidden by SecNav, and the rule applies to all naval personnel.

Waves shall wear aviation insignia centered on the left pocket flap of the jacket. Embroidered or pin-on devices may be worn on blue jackets; pin-on devices only may be worn on white or gray jackets. When worn with ribbons, aviation insignia must be worn above the ribbons. When the jacket of the blue or gray working uniform is not worn, the pin-on device may be worn on the shirt or gray dress in the same relative position.

Service-Transported Oil Shipments to China Halted

A program established at war's end by the Navy and War Departments, under which the services transported petroleum products to China and the Philippines to aid American interests, has been terminated, the Army and Navy Petroleum Board announced.

The announcement said that at the end of hostilities a policy was established to assist American interests in re-establishing themselves in the territories damaged by the Japs. This plan remained in effect until private companies could arrange for their own transportation and storage facilities. The program ended in the China Coast area on 31 December, and in the Philippines on 31 January.

Since the end of World War II, more than five and a half million barrels of diesel oil, motor gasoline, kerosene, lubricants, aviation gasoline and other petroleum products were transported in service and service-chartered tankers to prevent critical shortage and aid the civilian economy.

Age Limits for Transfer to Regular Navy Eased in Four Officer Classifications

Easing the age requirements for transfer to the regular establishment, the Navy sought again to end a shortage of officers in four different classifications — Medical, Dental, Medical Allied Science Corps and legal specialists.

BuMed states that about 2,500 doctors, 500 dentists and 205 medical allied scientists still are needed; while the Office of the Judge Advocate General has vacancies for more than 100 legal specialists.

Age limits for transfer applicants in these categories have been increased three years for officers of all ranks. If they apply for transfer to the regular Navy prior to 1 Mar 1947, officers will lose no precedence for having been on inactive duty. The requirements that applications be submitted within six months from release to inactive duty or resignation has been cancelled. (Alnav 632-46; NDB, 31 December).

Meanwhile, taking other steps to relieve the shortage, BuPers authorized BuMed to recall Reserve medical and dental officers to active duty on a voluntary basis pending final action on their applications for transfer to the regular Navy. Reserve officers can learn details of this arrangement from BuMed.

The Nurse Corps took similar action to remedy a shortage in its ranks, announcing the need for return to active duty of 200 Naval Reserve nurses. Volunteers will be required to serve for a minimum of one year, returning to active duty in the same rank they held upon release to inactive duty. The Superintendent of the Nurse Corps, BuMed, is ready with information for interested Reservists.

The Nurse Corps considered its transfer program wrapped up, however, as does the Marine Corps. Only a few officers, under special circumstances (ALL HANDS, January 1947, p. 62), are eligible to apply for transfer to the regular Nurse Corps or the regular Marine Corps.

There was no prospect of the immediate conclusion of the transfer campaign in the regular Navy, however. Besides the classifications mentioned above—Medical, Dental and Medical Allied Science Corps and legal specialists—three other groups can still apply for transfer. They are:

- Former prisoners-of-war.
- Those commissioned subsequent to 15 Sept 1946 and prior to 1 Jan 1947.
- Those with less than a year's commissioned service on 15 Sept 1946.

Officers in the last two categories are not eligible if commissioned after 31 Dec 1946. Their applications must be received by BuPers not later than 30 days after completion of six months commissioned service, or by 31 Dec 1946, whichever is the later.

Following is a breakdown by classification of those officers accepted for transfer to the regular Navy (includes Alnav 2-47; NDB, 15 January):

Line 4,252, line aviation 3,883, aerological engineering 12, aeronautical engineering 108, chemical engineering 8, diesel engineering 27, electrical engineering 31, electronic engineering 155, industrial and management 19, law specialist 189, mechanical engineering 123, metallurgical engineering 6, naval architecture 99, naval communications 81, naval intelligence 29, ordnance 27, photography 10, petroleum engineering 6, psychology 2, public information 42, hydrography 10, Medical Corps 371, Hospital Corps 253, Supply Corps 1,554, Civil Engineer Corps 368, Chaplain Corps 180, Dental Corps 195, chief boatswain 362, chief torpedoman 41, chief gunner 176, chief radio electrician 340, chief electrician 174, chief machinist 515, chief carpenter 212, chief pharmacist 386, chief ship's clerk 195, chief aerographer 33, chief photographer 57, chief pay clerk 210, boatswain 45, gunner 10, torpedoman 1, electrician 16, radio electrician 26, machinist 21, carpenter 10, pharmacist 25, ship's clerk 14, pay clerk 13, aerographer 1, photographer 2.

Total number of officers accepted for transfer—14,925.

Information on Return Of Remains Available At 15 Places Listed

A pamphlet of information about the program for the return of remains of armed forces personnel who died overseas in World War II is available for distribution, the War Department has announced.

The pamphlet may be obtained at any of the following 15 distribution points of the American Graves Registration Service:

Schenectady General Depot, Schenectady, N. Y.
New York Port of Embarkation, Brooklyn, N. Y.
Philadelphia Quartermaster Depot, Philadelphia, Pa.
Columbus General Depot, Columbus, Ohio.
Chicago Quartermaster Depot, Chicago, Ill.
Atlanta General Depot, Atlanta, Ga.
Charlotte Quartermaster Depot, Charlotte, N. C.
Memphis General Depot, Memphis, Tenn.
Kansas City Quartermaster Depot, Kansas City, Mo.
San Antonio General Depot, San Antonio, Tex.
Fort Worth Quartermaster Depot, Fort Worth, Tex.
Utah General Depot, Ogden, Utah.
Seattle General Depot, Seattle, Wash.
San Francisco Port of Embarkation, San Francisco, Calif.
Mira Loma Quartermaster Depot, Mira Loma, Calif.

Success of Navy's Job Classification System Depends on Accuracy

Commands have been advised that the success of the Navy's job classification system depends upon their compliance with instructions for its use.

BuPers Circ. Ltr. 285-46 (NDB, 31 December) called special attention to the following instructions:

- Record primary Navy job classification code on last page 9 of the enlisted service record and on all pages 9 subsequently prepared.
- Use the primary Navy job classification code as a part of each man's rate on all transfer orders and other correspondence by name.
- Establish an internal reporting system to insure that all changes in qualification of enlisted men are reported to the executive officer or other designated officer in order that proper entries may be made on page 9 of the enlisted service record and reported on the Personnel Accounting Diary.
- Assign a new code to enlisted personnel who obtain further experience and are qualified for billets of greater skill to correspond with the change in qualifications. Likewise, delete the old classification and reclassify enlisted personnel who have been misclassified, that is, those whose previously assigned Navy job classification does not accurately reflect their qualifications.
- Ascertain promptly all Navy job classification changes and report the change on the personnel accounting diary as a miscellaneous diary entry. Make adjusting entry on the personnel accounting cards (NavPers 500), numbers 1 and 3, and on last page 9 of the service record.

Pertinent references to the Navy's job classification system are: (a) BuPers Circ. Ltr. 364-45 (NDB, 31 December); (b) Manual of Enlisted Navy Job Classifications, October, 1945; (c) BuPers Circ. Ltr. 43-46 (NDB, 28 February); (d) Instructions for the Navy Personnel Accounting System; (e) BuPers Circ. Ltr. 126-46 (NDB, 31 May).

Book on Tropical Storms Is Being Distributed

The latest, most complete word on tropical storms has been published in a new booklet, *Typhoons and Hurricanes* (NavAer 00-80U-21), and is being distributed to the service. The book is the result of close study of tropical disturbances by Navy aerologists in the war years, and is a source of practical information on recognition of storms and tips on how to avoid them.

It is intended that each officer will have a copy of the book for his own use. Activities desiring copies in addition to those they receive through normal channels may request them from CNO.

Errors Continue to Pop Up In Personnel Accounting System Despite Instructions

Accuracy pays off in launching the new Navy Personnel Accounting System, as many activities and administrative commands can attest.

When properly cut over to the system, the first of January meant the last of laborious personnel report preparation, with exception of a few activities told to continue submission of the manual NavPers 625 during an interim period for comparison and study. Otherwise Machine Records Installations began preparing reports for activities properly cut over, and they have been so notified.

Some activities, already cut over to the new system, probably are wondering why they haven't been told that the MRIs have relieved them of the report-making task. The answer, BuPers says, is simply that they are not submitting NavPers Forms 500 and 501 properly. It's a small enough price to pay for having reports written and submitted by an MRI—just being current.

NavPers 500s come in, however, with blocks 3, 12, 33, 34 and others either vacant or inaccurately filled. Equally important NavPers 501s arrive failing to show a chronological record as required. Others are not submitted daily, and some do not have consecutive numbering in columns 1, 2 and 3. An incorrect change of status in column 7 is particularly troublesome.

Non-receipt of notice that reports may be discontinued is direct indication that a command has failed to operate the new personnel accounting system as directed except where manual NavPers 625s are requested during an interim period, and in some commands told to continue submission of Report of Changes on NavPers 605 for all transients. With these exceptions all the activities must do to eliminate the preparation of the Report of Enlisted Personnel (NavPers 625), Muster Roll and Report of Changes (NavPers 605A) is rid themselves of errors.

A sound procedure is to verify data on NavPers 500 from the service record, which can be checked by interviewing the individual. By keeping Parts I and III (Muster and Allowance cards) up-to-date and using them to prepare the daily diary, data arriving at the MRI will be consistent—if correctly copied.

Discrepancy-receiving activities, if they take these steps, will soon get the glad word that manual reports are no longer required.

Object of the new system, of course, is to obtain and keep an accurate record of all naval personnel and to prepare personnel reports by machine methods. It all hinges on Article 20 of the Articles for the Government of the Navy, which puts on commanding officers the responsibility for reporting of all personnel, a responsibility that can be carried out by prompt, accurate submission of NavPers 500s and 501s. Then MRIs can take responsibility for submitting their reports, but MRIs can't turn inaccurate data into accurate reports.

Representatives of BuPers, visiting MRIs, have found them making all-out efforts but seriously handicapped by the failure of individual commands to follow the instructions in NavPers 15,642, Instructions for the Navy Personnel Accounting System. An inaccurate report, BuPers is convinced, reflects the inefficiency of the activity for which the report is prepared.

When commands have been notified that an MRI has taken over, they will begin to receive Proof of Enlisted Strength (NavPers 520), one of four reports made by the machine installation. It is designed primarily for the individual activity, enabling it to check against on-board personnel records and insure that correct data has been given the MRI on the NavPers 500s and 501s. It is a bi-monthly report and one of four prepared by the MRI, which also turns out NavPers 521, 522 and 525.

All skippers, execs, personnel officers and yeomen are encouraged to visit their reporting MRI or, if inconvenient to do so, any MRI. There, the officer-in-charge will demonstrate how easily reports can be prepared from correct data and how difficult it can be, if not impossible, when the information is erroneous or missing. The machines themselves—able to read, 'rite and do 'rithmetic on the impulses from tiny holes in cards—are a fascinating sight.

18-INCH GUN NOT IN RELIEF'S HOLD

Research appears to have upended a bucket of ice water on another Navy legend. Ex-uss *Relief*, it seems, does not after all carry an 18-inch gun.

It was an old Navy wheeze to ask, "What ship has the biggest gun?" The answer was, supposedly, the *Relief* which, the legend said, carried in her hold as ballast an old experimental 18-inch gun barrel the Navy had abandoned as impractical.

ALL HANDS has been digging away at the foundations of naval history, right around the 1920 era, searching for the facts in the case, and the whole structure threatened to collapse around our ears.

BuOrd might know something, we said, and we called a man who knows BuOrd like you know your way to the chow line.

"BuOrd ever build an 18-inch gun?" we asked, getting right to the crux of things.

"Why, yes," our man said. "Built an experimental gun that size right after the last war. Just built *one*, though."

Craftily we inquired if he knew where the barrel had wound up.

"Sure," he came back. "It's still down at the Naval Proving Ground —Dahlgren, Va., that is."

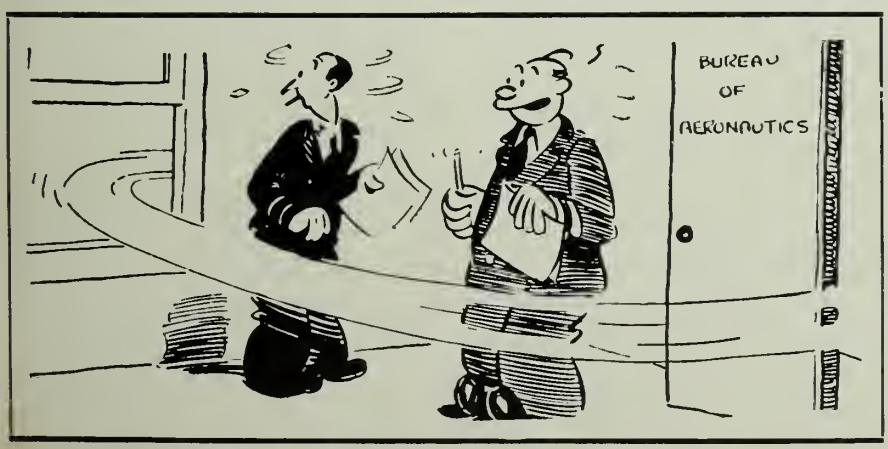
"They didn't put it on the *Relief*? In the bilges, that is?"

"Huh?"

We hung up, discreetly.

As if that weren't enough, our Norfolk operative checked in with a report a day or so later. The *Relief*, by the way, was decommissioned in Norfolk and turned over to the Maritime Commission. The commission, our man told us, had been obliging enough to send a search party aboard the *Relief* to see if the gun could be found. They prowled the hold, he said. They did not find an 18-inch gun barrel kicking around, he said, and where'd you ever get such an idea. Furthermore, the blocks of concrete ballast in no place hid a bay or a pocket of sufficient size to conceal a gun that big.

That's the status of our investigation to date. One lead is still open. We've got Archives looking in a bottom drawer for the original plans of the *Relief*. We'll accept their verdict as the last word.



"That new jet plane certainly is maneuverable!" BuOrd

Many Cruises Scheduled for Reserves; 6,150 Will Take Part in Training Afloat

Atlantic Fleet tactical exercises, scheduled for 2 February to 19 March, this year will find large numbers of Naval Reservists going to sea with the regular Navy. The Reservists will go aboard the ships for their regular annual period of afloat training duty. Many other all-Reserve training cruises are scheduled in the next few months, offering shipboard training billets to a total of about 750 Reserve officers and 5,400 Reserve enlisted personnel.

Both Organized and Volunteer Reservists are eligible (and may contact commandants of their naval districts for full details and assignment to cruises). All Reservists will receive full pay of their Navy rank or rating while on such duty, and transportation will be provided from their homes to the port of embarkation and return.

The afloat training schedule is as follows:

● 2 February to 19 March (approximately)—During this period the Atlantic Fleet will hold tactical exercises. Billets are for 300 Reserve officers and 1,500 Reserve enlisted men.

● 9 to 23 February—Combatant ship departing San Diego will have billets for 150 Reservists.

● 2 to 15 February—USS *Wisconsin* (BB 64) will depart New York for the Canal Zone, with billets for 100 Reserve officers and 700 Reserve enlisted men.

● 9 to 22 February—USS *Little Rock* (CL 92) will depart Charleston, S.C., for San Juan, Puerto Rico, with billets for 33 Reserve officers and 315 Reserve enlisted men.

● 18 February to 24 March (approximately)—During this period, the Atlantic Fleet will hold amphibious exercises, with billets for 100 Reserve officers and 600 Reserve enlisted men.

● 2 to 15 March—USS *Wisconsin* will depart New York for the Canal Zone with billets for about 60 Reserve officers and 700 Reserve enlisted men.

● 9 to 23 March—Combatant ship will depart San Francisco with billets for 150 Reservists.

● 30 March to 12 April—USS *Wisconsin* will depart New York for the Canal Zone with billets for about 60 Reserve officers and 700 Reserve enlisted men.

● 6 to 20 April—Combatant ship will depart Seattle with billets for 150 Reservists.

● 13 to 26 April—USS *Rochester* (CA 124) will depart New Orleans for San Juan, Puerto Rico, with billets for 50 Reserve officers and 500 Reserve enlisted men.

It was pointed out that opening of Atlantic Fleet tactical and amphibious exercises to the Reserve carries one step further recent SecNav directives integrating the administration of the Reserve and the regular Navy.



NAS, Brooklyn, N. Y.

"Those jokers will be the death of me yet."

Sailors Feel Safe When Sighting St. Elmo's Fire

St. Elmo's Fire, sometimes called St. Elmo's Light, derived its name from St. Elmo, patron saint of the mariners. It has been passed down to the present from sailors in the old Mediterranean Fleet who, when a storm was approaching, invoked their patron saint to shield them from harm and to bring them safely through the storm.

The lights are similar in nature to the lights caused by an electrical storm, only the St. Elmo's Lights always appear around the tops of the masts or pointed objects. When the lights appear, they are accompanied by hissing sounds, and are seen most in the southwest regions.

This phenomenon of the sea has been woven into the myth of Castor and Pollux by the Greeks and is, according to legend, connected with Helena, who also was a patron. According to the legend, when Helena, a lone star, is seen in the sky, it is a bad omen for sailors, but when the St. Elmo's Lights appear, the sailors take it as a sign that no harm can befall them and they will come safely through the storm, guided by their patron saint.

St. Elmo's Lights appear in the nature of brush discharges of electricity which when red, are positive, and when blue, are negative.

St. Elmo's Lights have been reported numerous times at sea, but it was up to the crew of the "Truculent Turtle," the Navy's non-stop distance champion, to see it for the first time from a plane.

On their record-breaking flight from Perth, Australia, Comdr. Thomas D. Davies, and his crew reported seeing the lights while flying at 12,000 feet between Reno, Nev., and Ogden, Utah. The "Turtle's" propeller was engulfed in an enormous halo of "St. Elmo's Fire."

Reservists on Training Duty Are Not Eligible For Family Allowance

Naval reservists ordered to "training duty with pay" are not eligible for family allowance benefits for periods of such training duty, it was ruled in NavAct 94-46 (NDB, 31 Dec 1946). "Training duty with pay" was in this respect distinguished from "active duty" by NavAct 94.

Enlisted men of the first three pay grades ordered to training duty with pay are, however, entitled to otherwise proper credit of money allowance for quarters (MAQ). Such personnel are not required to register allotment, as provided in para. 54213-6 BuSandA Manual, but remaining provisions of this paragraph apply.

Where credit for MAQ has not been made during recent periods of training duty, claim may be forwarded to Field Branch, BuSandA, Central Pay Accounts Division, Cleveland, Ohio, with properly executed beneficiary slip (NavPers 601). Cases requiring letter of determination may forward claim via BuPers (Attn: Pers 531).

Advance requests for letter of determination may be submitted pursuant to provisions para. 54234-5 (E) BuSandA Manual, not earlier than three months prior to anticipated date of commencement of training duty. Statement in re allotment contained in this paragraph not required. In cases where a letter of determination is not thus obtained prior to termination of training duty, personnel should submit claim (enclosing letter of determination) to the Field Branch (address as above).

Two New Sub Training Centers Established

Two Submarine Training Centers have been established to provide operational and refresher training for crews of Pacific Fleet submarines undergoing overhaul. The centers are in operation at the Naval Base, San Francisco, and the Submarine Base, Pearl Harbor.

The centers were established as a result of action initiated by BuPers, and have been assigned to the Pacific Fleet. They will continue to maintain for peacetime use some of the most beneficial submarine training facilities established during the war in the above locations.

Formal establishment of the center in San Francisco was announced as item 46-2156 (NDB, 30 November); that of the center in Pearl Harbor as item 46-2038 (NDB, 31 October).

ID Card Only Requirement For Mexico Border Visits

Naval personnel who visit Mexican border towns on unofficial business in a purely private tourist capacity are not required to have tourist cards, it was announced by Alnavsta 63-46 of 23 December.

Instructions for Separation of Enlisted Personnel at Overseas Activities Listed

Detailed instructions governing release of enlisted personnel stationed outside the continental limits, who elect to be separated at overseas naval activities, were outlined in Bupers Circ. Ltr. 268-46 (NDB, 15 Nov 1946).

This choice of separation is in addition to one given previously to certain personnel to be processed for separation in the Republic of the Philippines or a territory or possession of the U.S. (ALL HANDS, December 1946, p. 60). Under the earlier directive, enlisted men could be separated in a territory or possession if they were native of that land or if they were entitled to travel allowance there; eligibility for separation in the Philippines required that personnel be citizens of the Republic of the Philippines. Provisions of the new circular letter are not applicable to enlisted men electing separation in accordance with the earlier directive.

Circ. Ltr. 268-46 and Alnav 302-45 (NDB, July-Dec 1945) are given as the authority for enlisted men, including Fleet Reserve and retired, who are stationed outside the continental limits to elect separation at an overseas activity. They may be separated at their duty stations or at appropriate activities listed in Alnav 384-46, as modified by Alnavs 476-46 and 529-46.

Eligible personnel choosing to be separated outside the U. S. must sign a service record statement at the time they otherwise are slated to be returned to the U. S. These persons being discharged will then be handled as follows, depending on applicable circumstances:

(1) Those stationed in a foreign country who are entitled to transportation to the U. S., its territories, or possessions: Execute a waiver of travel allowance to which entitled, transportation, and consular aid; comply with all requirements necessary for legal entry into the foreign country, including passport and visa when required, prior to eligibility for discharge; take leave to which entitled and to the extent practicable with movement of ship on a current basis, since terminal leave, as such, may not be granted those discharged in a foreign country; be processed for separation and discharge on expiration of enlistment, and prior to delivery of discharge certificate and other separation documents sign a statement in the service record in regard to unused accrued leave; release orders will not be issued, since terminal leave is not authorized.

(2) Those stationed in a foreign country who are entitled to transportation to a foreign country: Execute on page 9 of service record a statement requesting that transportation to place of entitlement be furnished; prior to eligibility for discharge, provide passport and visas for foreign country in which separated, for foreign countries through which the individual will travel, and for the foreign country to which entitled transportation; remaining procedure as in (1) above.

(3) Those stationed in a territory or possession of the U. S. (other than the Territory of Alaska) who are entitled to transportation to the U.S.: Execute a waiver as in (1) above; personnel of this category shall be processed for separation by their duty station at the time they are eligible for separation, and placed on terminal leave to which entitled; ships and stations, within the 10th, 14th, 15th, and 17th naval districts may, as authorized by the commandant, transfer personnel for separation processing; release orders shall be prepared in a manner similar to encl. (1) to Circ. Ltr. 268-46, and separation processing shall be as indicated in the enclosure.

(4) Those stationed in a territory or possession of the U. S. (other than the Territory of Alaska) who are entitled to transportation to a territory or possession of the U. S., or to a foreign country: Separation processing and preparation of release orders shall be as in (3) above; when entitled to transportation to a different territory or possession of the U. S., transportation shall be furnished in accordance with U. S. Navy Travel Instructions; when entitled to transportation to a foreign country, transportation may not be furnished until expiration of terminal leave and delivery of discharge certificate. This ruling is based on the fact that delivery of discharge certificate cannot be guaranteed if the dischargee is outside the jurisdiction of the U. S.

(5) Those stationed in the Territory of Alaska: Same procedure as in (4) above, except that when entitled to transportation to the U. S., payment of travel allowance shall be made in accordance with current directives.

Fleet Reserve and retired men who are stationed outside the continental U. S. and who elect separation outside the U. S. will be processed in accordance with the foregoing, except as follows:

- Terminal leave may be granted Fleet Reserve and retired personnel, regardless of location of duty station.
- Release orders for Fleet Reserve and retired personnel shall be prepared in a manner similar to encl. (1) to Circ. Ltr. 268-46, and separation processing shall be as indicated in the enclosure.
- Necessary naval authority to reside outside the continental limits of the U. S. must be obtained prior to release from duty station.

Protective Coverings On Ribbons Prohibited

Ribbons must not be impregnated with unnatural preservatives or be worn with artificial protective coverings, it was directed in a BuPers letter of 6 Dec 1946 to all ships and stations.

The letter outlines changes in regulations governing the wearing of ribbons by male personnel and nurses, and temporarily modifies U.S. Navy Uniform Regulations, 1941, pending a revision of Chapter XV.

Ribbons now may be sewed to uniforms or arranged on a bar or bars to be pinned to all uniforms on which the wearing of ribbons is authorized. It was pointed out that the regulations should not be interpreted to mean that ribbons must be sewed on a bar.

QUIZ ANSWERS

Answers to Quiz on Page 15

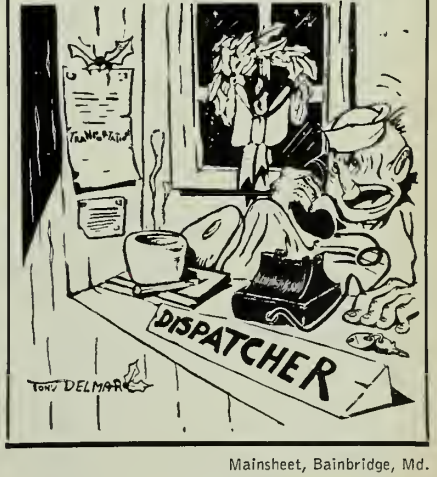
1. (b)
2. (a)
3. (c)
4. (c)
5. (b)
6. Outboard—victor, zebra, numeral 1, numeral 0. Inboard—code.

Released for Christmas As Reward for Conduct

The Navy and War Departments announced that 1,760 prisoners spent Christmas at home as free men, a reward for good conduct.

The clemency action was in addition to postwar clemency programs under which all prisoners serving sentences imposed during the war have had the benefit of review for the purpose of correcting injustices and inconsistencies of administration resulting from abnormal war time conditions.

The Navy released 425 prisoners and the Army 1,345. All sentences so commuted would have expired early in 1947.



Mainsheet, Bainbridge, Md.

"Nah! We ain't got no one-horse open sleigh."

74% OF WAR SURPLUS RELEASED

Surplus property declaration and direct disposal have released about 74 per cent of all Navy war surplus, Vice Admiral Edward L. Cochrane, Chief of the Material Division, has announced. Grand total of all disposals to 1 Nov 1946 amounted to more than 10 billions of dollars, with slightly less than four billions remaining for future disposition.

Admiral Cochrane commented, "Of the balance of Navy surplus property awaiting disposition, about 50 per cent is vessels, a large portion of which is suitable only for scrapping. The scrapping industry currently is over-supplied with such vessels."

The Admiral said, ". . . the declaration of critical civilian items by the Navy Department has been substantially completed."

The following table shows surplus property disposal totals as of 1 Nov 1946 (amounts in millions of dollars):

	Declarations	Navy Disposals	Total Disposals	To Be Disposed	Grand Total of War Surpluses	Complete on 1 Nov 46
CONTINENTAL U. S.						
Vessels	$2,563	$508	$3,071	$1,879	$4,950	62%
Aircraft	1,043	—	1,043	38	1,081	96%
Other Navy-owned personal property	1,327	552	1,879	652	2,531	74%
Contractor inventory (including scrambled facilities)	573	1,598	2,171	524	2,695	81%
Industrial facilities (excluding DPC plants)	91	69	160	131	291	55%
Other real property	148	16	164	180	344	48%
TOTAL CONTINENTAL U. S.	5,745	2,743	8,488	3,404	11,892	76%
OVERSEAS PROPERTY	1,134	961	2,095	405	2,500	84%
GRAND TOTAL	$6,879	$3,704	$10,583	$3,809	$14,392	74%

Ensign Promotion List To Next Higher Rank Provided by Alnav

Qualified ensigns on active duty in the regular Navy or Naval Reserve, including Waves, have been appointed by the President to the next higher grade or rank for temporary service, in the first Alnav promotion since last August. The promotions are subject to the provisions of BuPers Circ. Ltr. 222-43 (NDB, cum.ed.), as modified by Alnav 28-46 (NDB, 31 Jan 1946) and will be effective from 1 January.

Ensigns named for promotion by Alnav 635-46 (NDB, 31 Dec 1946) are:

• Regular Navy, line and staff corps, whose dates of rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

• Those who have accepted permanent appointments in the regular Navy in the same rank in which they previously served, whose dates of commencement of active duty in such rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

• Line and staff corps of the Naval Reserve whose dates of commencement of continuous active duty in such rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

Those holding spot appointments shall have their promotions effected without further physical examination, and their spot appointments shall be terminated. Time served under spot appointments in any rank may not be counted as service in such rank for promotion purposes.

Officers eligible for promotion under this Alnav who were originally commissioned as aviation officers need not consider their continuous active duty as being broken if not more than one day was spent on inactive duty when reverting to their present classification.

This authority for promotion does not apply to Navy nurses, nor to the officers described in para. 3 of BuPers Circ. Ltr. 222-43. The exemption does not apply to those officers described in subparagraphs C and F.

The directive called attention to Alnav 346-45 (NDB, July-Dec 1945), which authorizes promotions to officers on terminal leave but not after the expiration of terminal leave.

Nurses of the regular Navy or Naval Reserve who reported for continuous active duty as ensigns from 2 Nov 1944 to 1 Jan 1945 inclusive, were added to the Alnav promotion list by Alnav 645-46 (NDB, 31 December).

Ship, Station Business Restrictions Listed

Naval personnel were reminded in BuPers Circ. Ltr. 294-46 (NDB, 31 Dec 1946) of restrictions of commercial activities of personnel aboard ships and stations.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 622—Adds activities to list in Alnav 568-46 (NDB, 31 Oct 1946) authorized to survey ship-borne and shore-based landing craft.

No. 623—Extends to 30 June 1947 provisions of Alnav 330-46 (NDB, 30 June 1946), regarding aid to the Far East.

No. 624—Tenth in a series listing nurses selected for transfer to the regular Navy (see p. 58).

No. 625—Substitutes RDM for RM in list for coming pay grade 1A examinations in para. 2, Alnav 612-46 (NDB, 15 Dec 1946).

No. 626—Reports selection of Marine Corps brigadier generals (see p. 37).

No. 627—Christmas and New Year greetings from SecNav.

No. 628—Cancels Alnav 619-46 (NDB, 15 Dec 1946), inviting recommendations for appointment of NCOs of first three pay grades to warrant rank.

No. 629—Twenty-fifth in a series listing officers selected for transfer to the regular Navy (see p. 58).

No. 630—Christmas greetings from the President.

No. 631—Provides that subsequent 1 Jan 1947 all shipments personal effects naval personnel outside CLUSA will be made in accordance with Chap. 9, Vol. 2, BuSandA Manual.

No. 632—Increases age limits in all ranks by three years for officers applying for transfer to the regular Navy in the Medical, Dental, Hospital and Medical Allied Sciences Corps, and officers applying as legal specialists (see p. 58).

No. 633—Rules Christmas parties come under provisions for recreation fund expenditures as stated in paras. 9(2), items J, R and V of enclosure to SecNav ltr. 46-1071.

No. 634—Instructions for disbursing officers carrying pay accounts Mar-Corps personnel.

No. 635—Alnav promotion of certain ensigns (see p. 62).

No. 636—Urges all personnel in service to file claim for unused leave without further delay (see p. 53).

No. 637—Further rules re transfers of surplus property.

No. 638—Instructions for activities operating under abridged accounting procedures authorized in Alnav 307-46 (NDB, 15 June 1946).

No. 639—Instructions incident to re-

BOOK TELLS ALL ABOUT THE NAVIES

The winter publishing season brought an important addition to naval reference libraries in the Victory Edition of Kafka and Pepperburg's *Warships of the World*. The edition follows by two years a wartime printing of the same book.

The Navy is buying the new edition and will distribute copies to combatant ships, destroyers and larger, to large auxiliary vessels and to major shore activities.

Kafka and Pepperburg exploited to the limit their two-year publishing advantage over the latest *Jane's Fighting Ships* by including in their book a staggering compendium of information about the world's naval vessels in World War II. They tell you in brief notes what happened to virtually every one of the world's warships that went to sea in wartime: who they sank, what damage they absorbed, what operations they were involved in, and, where appropriate, how they were sunk. That alone looks like a feat comparable to copying the New York telephone directory with a quill pen.

Warships of the World is on the "must" list of a good many naval experts. ALL HANDS isn't going to put out another issue until it's on our reference shelf. But you'll have to make up your own mind about a personal copy. Here are the vital statistics:

Warships of the World, Victory Edition, by Roger Kafka and Roy L. Pepperburg; Cornell Maritime Press, $17.50.

establishment of afloat accounting on 1 Jan 1947.

No. 640—Announces sale of reduced fare rail and bus tickets on identification dischargee certificates ended 31 Dec 1946.

No. 641—Announces issue by the Philippine government of a Philippine Independence Ribbon (see p. 53).

No. 642—Rules that after 1 Mar 1947 no naval post office shall be operated without prior notice by the Postmaster General of acceptance and designation of a Navy mail clerk (see p. 53).

No. 643—Eleventh in a series listing nurses selected for transfer to the regular Navy (see p. 58).

No. 644—New Year greetings from SecNav.

No. 645—Alnav promotion of Navy nurses (see p. 62).

No. 1—Promulgates further instructions re the new personnel accounting system (see p. 59).

No. 2—Twenty-sixth in a series listing officers selected for transfer to the regular Navy (see p. 58).

No. 3—Announces promotion of certain named Marine Corps officers to the rank of first lieutenant.

No. 4—Instructions applicable in ordering former temporary officers to duty as enlisted men (see p. 53).

No. 5—Instructions for disbursing officers re pay accounts and claims for unused leave.

No. 6—Outlines manner in which Fleet Marine squadrons and other Fleet Marine air units ashore or afloat, and Fleet Marine air staffs ashore, will be granted funds.

NavActs

No. 93—Instructions re report by disbursing officers to Field Branch, BuSandA, prior 2 Jan 1947, number of active pay records in custody.

No. 94—Rules family allowance benefits not available to naval reservists ordered to "training duty with pay," as distinguished from "active duty" (see p. 60).

BROADBEAM **GUN PLAY**



FANTAIL FORUM

QUESTION: What Is Your Favorite Liberty Port?

(Interviews on the above question were conducted at Headquarters, 17th ND, and NOB/NAS, Kodiak, Alaska.)



Jerry T. Patti, S1, Wadsworth, Ohio: Honolulu is my favorite spot for liberty because I enjoy surfboarding and swimming. Being a PHOM striker, I also like the many possibilities for photography, which are found among the scenic views.



Edwin J. Wilson, Y3, Milton, Wash.: My favorite is Oakland, Calif. There's always something to do there. The people, and especially the girls, were very friendly and all seemed to respect sailors more than any other place that I've been.



Clarence Thompson, Y3, Cambridge, Ohio: Give me Boston. In my short time there I was overwhelmed by the attitude of the people, especially the women. They never high-hatted sailors. Maybe it's because Boston is a seaport, itself.



Albert E. Gist, ETM3, New Franklin, Mo.: My best liberties were in San Diego. I live in Missouri and was going to radar school in San Diego, a long way from home. I was invited to a private home every week end, which meant a lot.



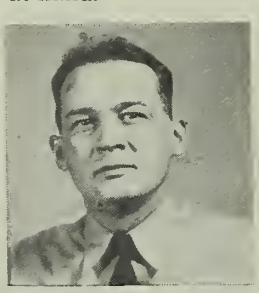
J. Alex MacLurg, Y3, Renton, Wash.: I like Portland, Ore., the best. The people are very friendly and hospitable and make a fellow feel at home. All sorts of fun and recreation which a sailor wants are close at hand.



Roger M. Hughes, Y1, Medina, Ohio: Washington, D. C., is my choice. In my few months there I always had plenty to do, because of the points of interest and the many amusements. There you can see and meet the whole world.



A. L. Fox, BM1, Danville, Ill.: It's Shanghai for me. I believe of all the places I've seen, it's the best. Most of all I enjoyed the rickshaw runs. The rituals and celebrations and ancient arts were as interesting as they were quaint.



James Earl Miller, CM, North Canton, Ohio: I favor Seattle, for it was there that I made my first liberty from a "man-o'-war," USS *Maryland*. We were there for Fleet Week and I saw "Big Mary" win the Seattle Times Cup Race. What a thrill that was.



Everett B. Trammell, Sgt., USMC, Greenville, S. C.: Melbourne, Australia, is my choice. It was my first liberty port after 14 months in such places as Samoa, Wallis Island and Guadalcanal. It looked like home. The people were wonderful.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT: This striking photograph was taken on board one of Uncle Sam's carriers as members of the crew take a few minutes to "bat the breeze".**


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Mar14'47

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

MARCH 1947

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG





PARADE REST



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1947 NAVPERS-O NUMBER 361

ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

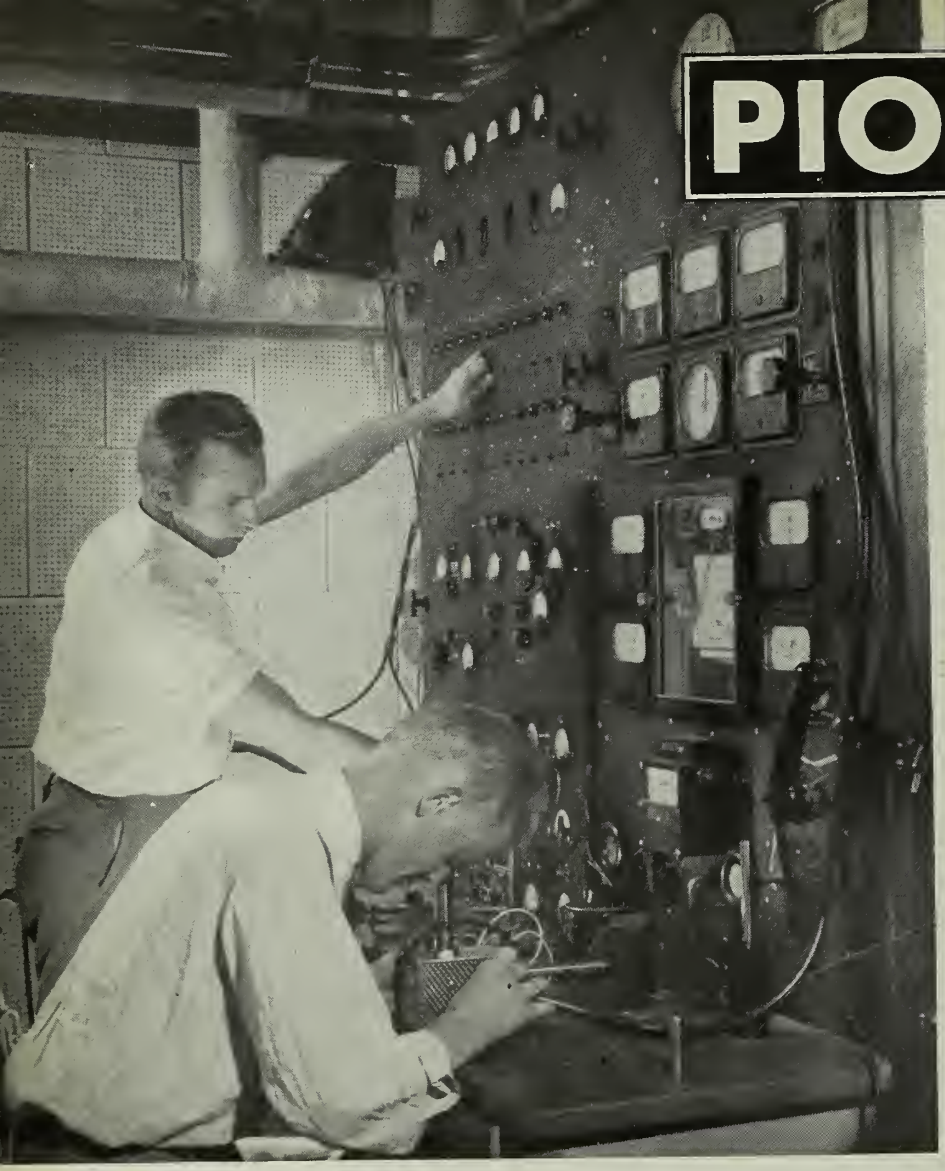
	Page
Pioneers in Science	2
Ground Control Approach	8
Tracked Ice	10
Japanese Davy Jones	14
Ready to Lend a Hand	16
Gadget Trainers	19
The Word and Legislative Roundup	20
Saucy Jack: Irish Yank	22
Books: Exploration and Sea Power	26
Loyalty to Naval Service	27
Right Man in Right Job	28
Letters to the Editor	30
Today's Navy	32
Changes in Top Commands	33
Decorations and Citations	39
Bulletin Board	48
New Rating Structure	48
Fleet Support Duties	50
Waves to Pay Grade 1	52
Ship's Store Charges	54
Electronics Training Open	56
Summary of New Rates	57
New Warrant Grades	61
Alnavs, NavActs in Brief	62
Broadbeam	63
Fantail Forum	64

• FRONT COVER: William A. Mullon, S1, of New Yark; R. L. Graams, BM1, of Florida, and M. F. Ziala, S1, of New Jersey, make a rattail stopper an baard USS Wiscansin. The tria participated in the first Naval Reserve cruise made by the Wiscansin.

• AT LEFT: A group af seamen guards stands at parade rest during regular drill practice at the Naval Training Station, San Diega.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. Top left, P. 32, Press Association.

PIONEERS





DEATH LURKS behind several feet of reinforced concrete (left) as scientists at Naval Research Laboratory maintain watch on betatron rays, using Geiger counters. Engineers (above) in-

TO THE CASUAL observer, World War II seems to have resulted in a sudden eruption of "gadgets." Radar, black light, practical rockets, jet propulsion, atomic energy appear to have burst suddenly upon history's scene just in time to win the war for us. Such a view is inadequate, to say the least.

Every one of those inspired devices with which we swatted the enemy (and with which he, in many cases, swatted right back) had its roots in fundamental research performed long before the nazi legions invaded Poland in 1939; research in which the scientist himself almost never had any idea that the final product might be so lethal a device as a guided missile.

The Chinese first used rockets in the 12th Century; radar has much of its basis in studies of electromagnetic waves by Maxwell in 1865 and Hertz in 1887, in Marconi's successful antenna of 1896, and in the vacuum tubes of Fleming (1904) and De Forest (1906); the fission of uranium abroad in November 1938 (confirmed in the U.S. in 1939) antedated the devastation of Hiroshima by nearly seven years.

Vice Admiral H. G. Bowen, USN, former Chief of Naval Research, stated the case for the value of research when he commented, "The scientific researcher in seeking new knowledge to solve an immediate problem may make an unforeseen discovery which will completely overshadow the original objective. A well known and dramatic case in point is radar. The number of American lives saved, the months of war shortened by our superior knowledge of radar are beyond estimation. The basic principle of radar was discovered at the Naval Research Laboratory in 1925 while the radio staff was studying phenomena involving high frequency radio. The cost involved was one radio transmitter, one receiver and the devotion to research of a small group of scientists."

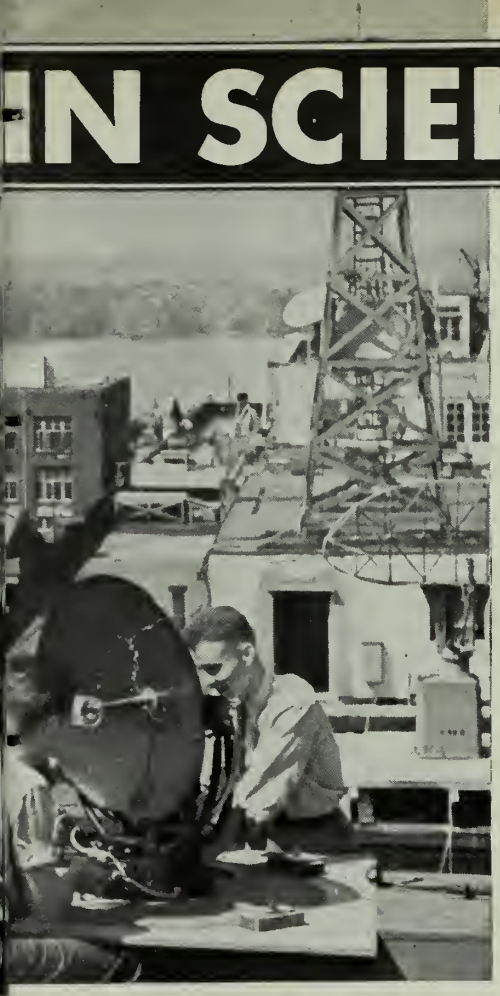
Small wonder, then, that the Navy is interested in research. Interested? The Navy has waded in with both feet. It has become the nation's greatest single agency interested in promoting research. The Navy's interest is most timely.

World War II brought an urgent race for technological supremacy. The world's storehouse of information, filled by previous years of research, was nearly exhausted as scientists turned almost unanimously to practical development of the information research had supplied. That is why, the Navy points out, the nation's research bank account is about flat broke.

The war tended, too, to create a shortage of scientists, the personnel needed to restore the balance of the research account. Dr. Vannevar Bush, a noted American scientist, has estimated that about 18,000 persons who would, eventually, have earned PhDs in scientific fields were shunted, by war service, into other fields. Many scientists say the estimate is conservative.

The Navy thus is attacking a two-fold problem: the shortage in the research bank, and the shortage of personnel capable of performing research. The Navy attack is directed by the Office of Naval Research, functioning directly under SecNav. ONR coordinates the very considerable research program carried on by the Navy's bureaus and other agencies, and acts as Mr. Interlocutor between the Navy and the whole world of science. ONR, in this second-named capacity as go-between, surveys the field of science

IN SCIENCE





stall radar antenna on roof of NRL building. Dr. R. L. Tuve, chemist at right, emptying test tube into a flask, conducts experiment which early in World War II led to discovery of shark repellents.

and reports matters of interest to the Navy, and arranges contracts between the Navy and research institutions for research in specific fields in which the Navy believes information of value to the naval service may turn up.

The contract system is a frontal assault on the double-barreled problem of research shortages. A direct result is an inevitable increase in the store of research knowledge. A less direct result is that valuable professional opportunities are opened to scientists in the field of pure research, and that training is offered to their assistants who frequently are university students, the scientists of tomorrow.

The Navy's fiscal 1947 budget for research and development is about $265,000,000, of which about $70,000,000 is earmarked for research. About a third of this 70 million is being expended through more than 300 research contracts awarded to great numbers of colleges and universities and to a variety of industrial and governmental research agencies—for the support of basic research. A glance at the list of contracts gives an idea of the scope of this program:

Alfred University, Alfred, N.Y., is studying ceramics (applicability, rockets and guided missiles); the Army Signal Corps is working on mobile meteorological equipment; California Institute of Technology is exploring nuclear physics and a subject of medical interest, "protein synthesis by animal tissues;" the University of California is studying nutrition; Cornell, vitamins and pre-cooked frozen foods; Harvard is doing research in antennas and the University of Illinois in jet propulsion; the Bureau of Mines of the Department of Labor is working on explosive phenomena; Northwestern University is studying survival on a raft at sea, and the University of Rochester is looking into seasickness, only they call it "motion sickness."

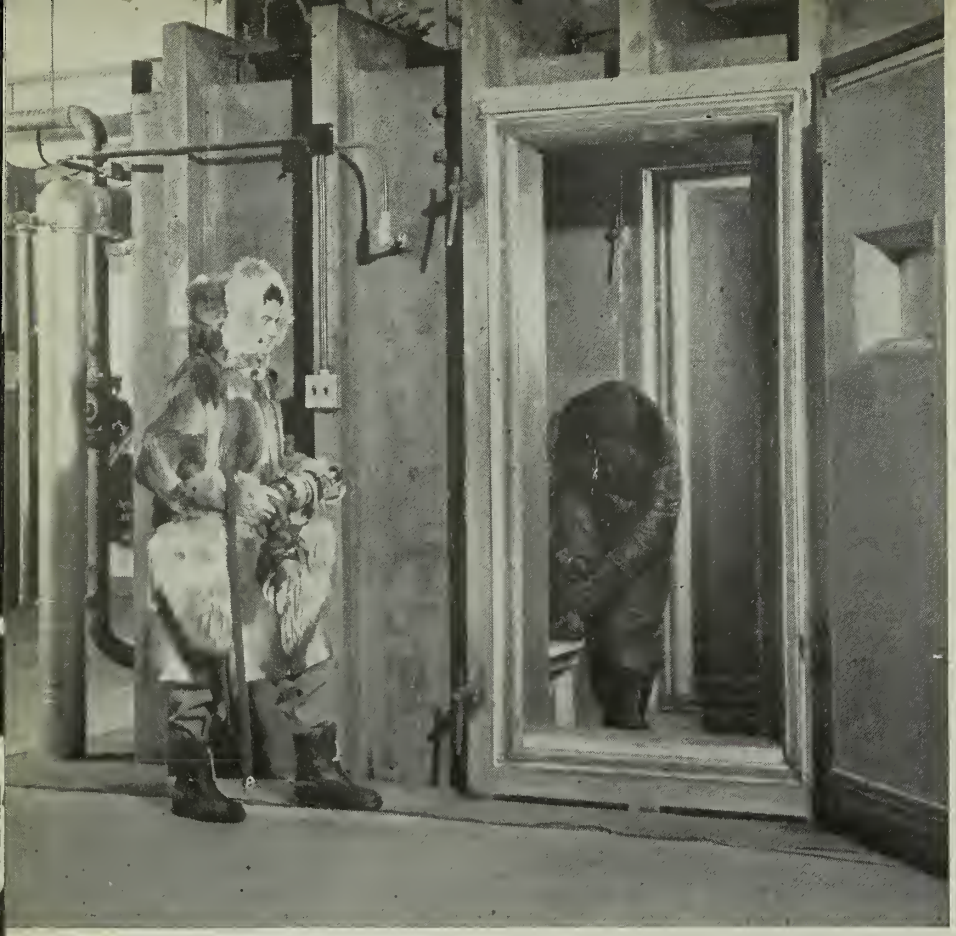
That's just a small sample of what's going on in research, sponsored by Navy contracts. The research frontiers are boundless.

ONR, for instance, is interested in light metals research, and for very good reason. Suppose light metals research results in paring 10 pounds off the engine of a plane on the drawing boards. The engine is lighter, therefore its mount has less to support and may be made lighter. The wings have less to lift and can be a trifle smaller and lighter. The landing gear has less to carry and can be lightened. At this point it becomes apparent that the engine has less load to haul and can be further lightened, and the whole cycle starts over again. You translate the weight saving into a bigger fuel load for more range, or a bigger bomb load for greater striking power.

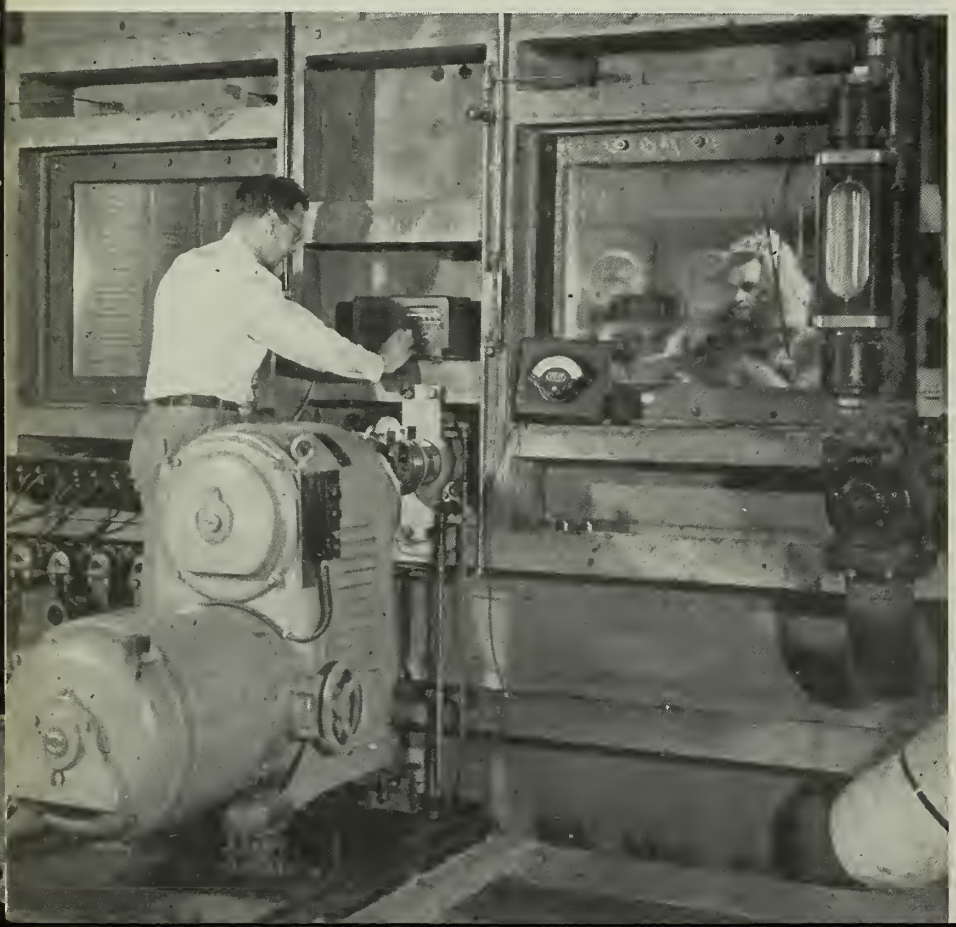
ONR takes the problem even further, transferring it to jet-plane design. In jet-propelled aircraft, because of the high rate of fuel consumption, the fuel load is an imposing factor. To lift and push 10 pounds of structure requires more fuel, whose own weight requires more fuel yet, which requires a heavier structure to carry it, which in turn requires more fuel. The multiplication process in this particular problem is estimated to make a 10-pound saving in weight equal to 50 pounds or, in certain jet designs, even 200 pounds. By now the 10-pound weight reduction can save from five to 20 planes in each 100-plane raid.

It's easy to see why ONR has given the green light in light metals research.

ONR has contracted for studies of other problems. One is pre-cooked frozen foods. The Navy wants to know what chemical and bacteriological



SCIENTISTS ASSEMBLE gear (above) and prepare for an experiment in one of the big temperature chambers at the Naval Research Laboratory. Below is shown a three-story temperature room, where atmospheric conditions are controlled.



changes occur in such foods, and what their nutritive value is. Pre-cooked frozen foods, if palatable and nutritious, may someday provide unheard-of variety on the menus of small ships, where galley space and stowage are at a premium.

The Navy is interested in rehabilitation of the blind, and has medical and other studies underway in this problem. The Navy wants to know more about how the blind learn, how they may depend upon their remaining senses. Results in such a study may lead to improved teaching and rehabilitation techniques. The Navy, too, is exploring the field of electronics in search of aids for the blind. They're looking for a miniature radar-like device to make it as easy for the blind to get about as it is for the bat, whose eyes aren't so good either but who has thoughtfully been provided with a built-in sonar system to aid his navigation.

The Navy is pushing research in nuclear energy, its immediate objective being atomic power for ship propulsion, heralding perhaps a greater revolution than the change from sail to steam which occupied a period of some 50 years in the middle of the last century.

The Navy finds fascinating a phenomenon of certain metals by which their resistance to an electric current nearly vanishes, suddenly, at extreme cold temperature. It seems likely that any substance in which the electrical conductivity is changed a millionfold for a slight change in temperature may become a very sensitive heat detector, capable of locating aircraft, missiles or ships at great distance.

Jet propulsion and gas turbines are focusing renewed interest in two areas in which we're discovering we don't know so much after all: metallurgy and combustion. Power developed in either engine will be relatively limited until metals can be found to withstand the intense heat generated, and until more is understood of the physics of combustion under high temperatures and pressures.

A device with important implications in all of the sciences is the computing machine, in which great wartime advances were recorded. The Navy is watching future developments closely. An electronic computer built for Army Ordnance, termed the ENIAC, can compute the position of a projectile and determine its point of fall before the projectile comes down. The machine can multiply two 10-digit numbers in 1/360th of a second. The ENIAC, and similar devices, are extremely important in such a science as physics where mathematics is essential to pure research and where calculations in newer fields may be so complex that no man in his lifetime could attack them successfully with pencil and paper.

The list could go on indefinitely.

Research has been defined by Admiral Bowen as follows: "If you know what you're doing, it isn't research." There's a chasm between the research of that homely definition and a VT-

fuzed projectile tearing the port wing off a Betty over Okinawa; but there's a traceable connection between them, too. The Navy is interested in science from basic research, through development, test and procurement to the performance of a completed weapon in the fleet. This process, and the vast coordination required, may be illustrated by an example. Take sonar, for instance.

A problem in sonar systems is how to increase the sensitivity of the system, and thus increase the range at which an echo may be heard (other factors being equal), and yet avoid, at the same time, raising the level of water noise caused by the disturbing passage of the sonar dome through the water. CNO, aware that such a problem was reducing submarine kills, might direct BuShips to undertake a solution.

The Office of Naval Research has a contract with, say, CalTech to investigate the flow of water around structures and the causes of turbulence: pure research. BuOrd might, at the same time, have a project underway at the Ordnance Research Laboratory at Penn State involving basic research in reduction of water noises around homing torpedoes.

ONR would watch both investigations, arrange exchange of information, call conferences on the subject and assist in outlining future investigation. When enough promising data had been uncovered, it would be turned over to BuShips, which would combine the new information and its previous "know how" to design a new sonar dome. The new dome would be turned over to the Operational Development Force, which centers its activities on the East Coast, for test under operating conditions.

At about this point it might become obvious that wide Navy use of the new dome, if it proved successful, would require training of sonarmen in its use. On the chance that the device will be successful, and to prevent a delay in training men to use it, a division of ONR, the Special Devices Center, would be advised of the problem. While the proposed dome was still undergoing test and possible redesign, the Special Devices Center would be contriving training aids for distribution to naval training activities as soon as the dome goes to the fleet.

On the basis of OpDevFor's report, BuShips would design the final sonar dome and let production contracts, although these might have been arranged in advance of final acceptance to give producers a head start on retooling and stockpiling of materials.

That immediately raises the question of coordination of research on a national basis. A "National Science Foundation" has been suggested frequently as an agency to coordinate and to promote scientific research. Proposals have been considered by Congress. But in the absence of a national science foundation, responsibility for the nation's scientific resources devolves somewhat as follows:



TYPICAL SET-UP for experiments in distillation is this rack in the chemistry section of NRL, which was founded by Congress at Anacostia, D. C., in 1916.

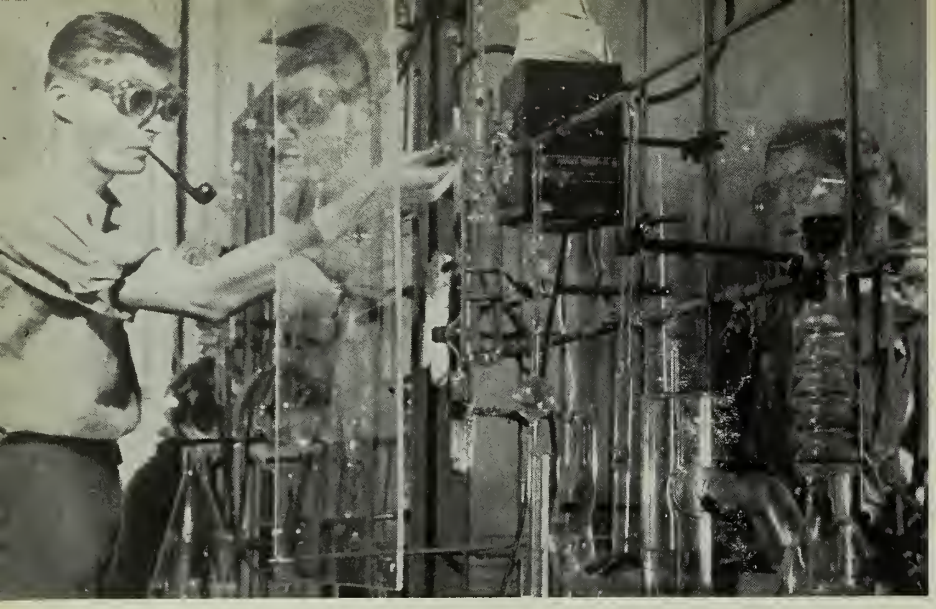
• The President's Scientific Research Board—This is a new agency, formed to consider the coordination of the nation's scientific effort. The Secretaries of Navy and of War and the chairman of the Atomic Energy Commission, among others, are members. The board hopes to report by June its recommendations "for planning, staffing and administering the federal research programs, to insure that the scientific personnel, training and research facilities are used most effectively in the national interest." (Federal appropriations for research and development during fiscal 1947 approximated $1,500,000,000, excluding the Manhattan District project.)

• National Atomic Energy Commission—This body is charged with preserving the national interests in the field of nuclear energy, and has a military liaison committee of three Army and three Navy members. Navy members are Rear Admiral Thorvald A. Solberg, USN, joint chief; Rear Admiral Ralph A. Ofstie, USN, and Rear Admiral W. S. Parsons, USN.

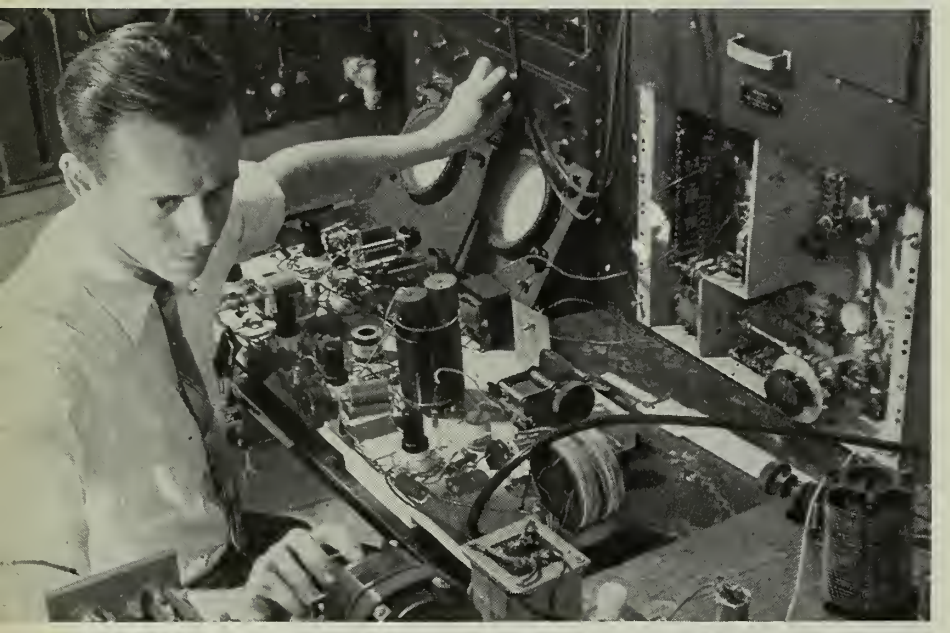
• Joint Research and Development Board—Dr. Vannevar Bush directs the activities of this board, which allocates fields of research between the Army and the Navy and coordinates their research programs. The board has two Army, two Navy members. The latter are AstSecNav W. John Kenney and Admiral De Witt C. Ramsey, USN.

The Army and the Navy each maintains research agencies within its organization. In the Army it is the Research and Development Division of the General Staff. In the Navy it is the Office of Naval Research. But ONR's organization can wait a couple of paragraphs while two other naval agencies interested in research are considered.

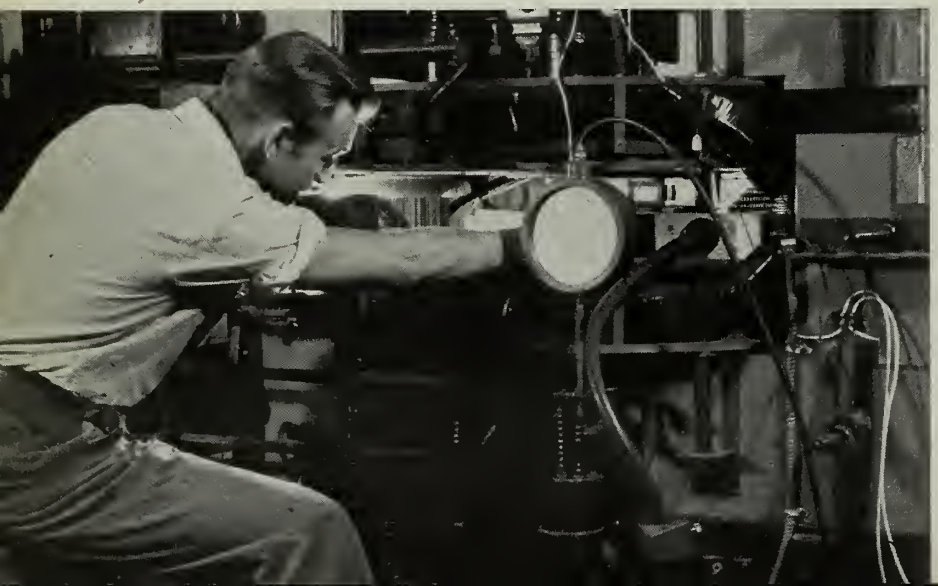
• Research Advisory Committee—SecNav James Forrestal appointed this 10-man group "to keep him informed of lacks or overemphasis" in the Navy's research program, and to "survey the research program . . . that it may be the best possible within the limitations of funds and personnel." The list of members reads like a who's who in American science, and includes two former officers: Rear Admiral Luis de Florez, USN, former Assistant Chief of Naval Research, and Rear Admiral Lewis L. Strauss, USNR, an



EXACTING CHEMICAL reduction experiment occupies Shelby Walters, NRL chemist, and his assistant (above) in this fantastic photographic glassware display.



BOTH HANDS busy, a radio engineer conducts a 'breadboard' experiment, while (below) Physicist D. L. Mock adjusts the betatron accelerator's 'doughnut' tube.



adviser to SecNav during World War II.

• Naval Research Planning Board—This board was appointed to advise the Chief of Naval Research, and consists of members from ONR, CNO, MarCorps, BuShips, BuOrd, BuAer, BuDocks, BuMed and BuSandA.

The Office of Naval Research is now headed by Rear Admiral Paul F. Lee, USN, Chief of Naval Research. ONR was established by Act of Congress, signed by the President 1 Aug 1946 (Public Law 588, 79th Congress). It replaced the Navy's Office of Research and Inventions, which had performed much the same function that is now ONR's, since its formation by order of SecNav three months before V-J Day. ORI was established, by the way, to take up the slack the Navy knew would be felt upon the automatic disestablishment of the wartime federal Office of Scientific Research and Development, a vast repository of scientific talent and information responsible in one way or another for most of the technological advances so important in the winning of World War II.

ONR was established and the Chief of Naval Research directed to become SecNav's adviser in research and development; to keep the Navy informed of research trends and possibilities; to represent the Navy in dealings with non-naval agencies in research matters; to coordinate naval research, control patents and devise training aids.

ONR has four principal divisions and several branch offices, administered from Washington.

• Patents Division—The Navy is the largest technical organization in the U.S. Obviously, it is essential to protect, by patents, the many inventions which arise in the Navy or as a result of Navy contracts for research and development, that the government may receive, without charge, the benefits of inventions made with public funds. The policy of this division is to allow inventors, who may work for or in the Navy, to have commercial rights in their inventions. The Navy, however, retains a royalty-free license to use the inventions.

• Naval Research Laboratory—NRL continued research and developments of underwater sound equipment in the period between World Wars I and II; it pioneered the development of radar; its scientists were among the first to realize the possibility of atomic energy and to develop a practical process for separating uranium isotopes. These are among notable achievements of NRL since it was established by Congress in 1916, and began operations in its plant at Anacostia, D.C. Emphasis during World War II was on test and development, but the lab is gradually converting to an emphasis on pure research again. The laboratory undertakes research for itself, using its own funds, and performs a larger volume of research for the technical bureaus, with funds supplied by them. NRL farms out some research to non-government activities, as well.

• Special Devices Center—The Center was moved from its wartime loca-

tion, a Washington garage, to new quarters at Sands Point, Long Island, a few months back. Special Devices contrives the training aids essential to put new equipment to practical use. Attack teachers, gunnery and navigation trainers, CIC mock-ups, all were projects of Special Devices during the war. It operates in a relatively little-explored field of relationships between man and machine. The fleet sees working examples of its research in the form of training devices, but never sees the background of human engineering which has made the devices possible.

• Planning Division—This is the central administrative agency of ONR. It supervises the letting of contracts for naval research and coordinates the research effort of the entire Navy. Its programs branch is split into sections for liaison with the various bureaus and with the Army in closely defined fields: Air warfare, surface and subsurface warfare, armament, amphibious warfare, power, and geophysics. Panels composed of members of these varied sections are organized to cover specialized fields in which the work cuts across several sections, such as guided missiles, tropics, arctic areas.

Other branches of the Planning division are the medical and program branches, emphasizing contact with non-military scientific facilities. The scientific branch is split into sections covering chemistry, electronics, fluid mechanics, mathematics, mechanics, nuclear physics and physics. Medical sections cover physiology, biochemistry, psychology, psycho-physiology, bacteriology, psychiatry, biophysics and environmental physiology.

ONR keeps contacts in the field by means of its branch offices, located in London, Boston, New York, Chicago and San Francisco, with a sub-branch in Los Angeles. Through the branch offices and through the contractors associated with ONR, the Navy is kept informed of the progress of science.

ONR has stated the position of the Navy in research with the comment, ". . . it is becoming impossible to distinguish what we mean by military preparedness. Research in nearly every field of science will yield developments of importance to the national security. We in the Navy are well aware that today's weapons are tomorrow's discards . . .

"Atomic bombs, guided missiles, bacteriological poisons, and all their hellish brethren and potential offspring, have created vast fears and doubts in the minds of men. The old securities of space and time are vanishing. Our powers of self-destruction appear like a baited trap which mankind is powerless to evade. Where is the new hope? Where is the new security?

"The answer is: knowledge. The renaissance of research, to which the Navy is proud to contribute, can create the new knowledge and stimulate the education which are the foundations of a better world . . . the common enemy of mankind is man's ignorance."



RADIO ENGINEERS C. R. Lundquist and K. S. Kellaher install radar antenna. Below, NRL makes its 1937 test of the first radar placed on board a U. S. vessel.



LOOMING HUGE in the dark at NRL's Chesapeake Bay annex, the big radar antenna (below) is one of the type recently employed by Navy to contact the moon.



GCA TALKS PILOT SAFE LANDING



THIS WAS a dirty day in December 1945, a dirty day at Yonabaru, Okinawa, where the weather gets as foul as a pop fly to the catcher. The ceiling closed in to 100 feet and visibility dwindled to one-fourth of a mile. A cross-wind dusted the Yonabaru landing strip at 30 knots.

Overhead circled a Navy pilot in a PV-1, all but measuring his gas with an eye-dropper. His gas supply was sufficient for 15 minutes of flight—perhaps just 15 minutes in this world—and the pilot prepared to ditch his plane in Buckner Bay. He reckoned without the infallibility of Ground Controlled Approach (GCA) radar.

From the nearly invisible field came a cool radioed voice, the voice of a Control Approach Officer who saw the distressed plane on his radar screen. He guided the pilot to the field and through his landing run, putting him on the runway by vocal direction. The plane landed without incident, and—unbelievable as it seems—the pilot had never heard of GCA before that day.

Even more startling tales than this could be told by officers and men who operate GCA units at Navy fields in the United States and overseas. They can, and do, function in all kinds of weather with skilled radar operators directing pilots to safe landings on two-way radio. The system uses special radar scopes which see an invisible airplane at a range of 30 miles regardless of clouds or fog. The plane appears on the scope, or screen, of the radar set. The radar antennas are precision instruments and relay to the control room the exact position of the plane with relation to the runway even when "ceiling zero" weather prevails.

The same Yonabaru unit that brought in the PV-1 saved an R5D only a month later—at night this time. Again the pilot had never heard of GCA. He landed safely although the weather had canopied the field at 800 feet.

On an earlier occasion another pilot without prior knowledge of GCA landed at Kisarazu Field near Tokyo with a 150-foot ceiling and visibility of one-quarter mile. That was on 22 Nov 1945 and the GCA unit was commended for an operation now treated as a humdrum daily fact.

Several other units, besides those cited, have succeeded in landing pilots when the flyers had never before encountered the magic of GCA. No wonder then that the Navy is convinced of the value of this landing system. Pilots need no preparatory training. "Confidence runs" are desirable but not necessary. All they need know is the language spoken by the control approach talker — and there seems to be some doubt whether that is necessary. At any rate, the report of a landing made at Shanghai last 16 June would lead one to so suppose.

Last 16 June wasn't a nice day at Shanghai. Rain, fog and wind which ranged from 15 to 20 knots made it particularly thick for flying. At 1600 the GCA unit at Shanghai municipal airport brought in two planes uneventfully, but four more aircraft stacked up overhead. The ceiling lowered to 200 feet and the planes circled hopelessly.

Two of them came in, landing cross-wind with GCA guidance, and now the ceiling was down to 50 feet. Visibility was negligible. Under these conditions GCA directed a C-54 to a safe landing, then turned its attention to a Chinese pilot who hovered above in solemn ignorance of GCA and the English language.

The Approach Controller, despite this twin handicap, talked the Chinese flyer to earth after two "wave-offs." The Navy considers this story inexplicable but conjectures that the Oriental could understand enough English to know the words for cardinal points of the compass.

Language barrier or no, the Navy has settled upon GCA equipment and decided to make it standard for all of its airfields. Units are operational at the following fields within the continental U. S.: NAAS, Charlestown, R. I.; NAS, Floyd Bennett Field, N. Y.; NAS, Patuxent, Md.; NAAS, Oceana, Va.; NAS, Jacksonville, Fla.; NAS, Corpus Christi, Tex.; NAS, Moffett Field, Calif.; NAS, Olathe, Kans.; NAS, Seattle, Wash.; NAAS, Saufley Field, Fla.; NAS, Oakland, Calif.; MCAS, El Toro, Calif., and NAS, Whidby Island, Wash.

Outside the U. S. GCA functions at NATS Detachment, Shanghai; NAS Kodiak, Alaska; NAF, Argentia, Newfoundland; and NAB, Agana, Guam, M. I. and certain locations in China.

Recently moved from NAS, Banana River, Fla., the GCA school now is located at Olathe and administered by the Chief of the Naval Air Technical

INTO



Training Command. In a 14 weeks' course the school welds general service ratings into smoothly-working teams, usually of three officers and 13 men, although size varies from field to field.

Ordinarily a team consists of an officer-in-charge, who is a lieutenant commander and pilot with a background of instrument experience. He should be qualified to serve as approach controller. A lieutenant, also usually a pilot, is approach controller. Another lieutenant, technically schooled in radar, directs maintenance.

A CETM and ETM1 handle maintenance of the radar equipment, while a MOMM1 cares for two diesel generators and two trucks. Concerned with relaying information from radar scope to plane and radar scope to Approach Controller are 10 radarmen—3 RDM1, 3 RDM2 and 4 RDM3. In many cases enlisted men of the crew perform the duties of Approach Controller.

To qualify as an Approach Controller, the officer or man need be no Lowell Thomas, but he must have a clear speaking voice. In addition, he must be cool as a creek rock and keen as a cleaver. This paragon and four other men are necessary for operation of a GCA unit.

They are independent of the fields on which they function. One truck carries the generators and tows the trailer containing the radar gear. Another carries spare parts. No team can be broken up and only BuPers can order a man out of a unit. The men can be assigned no duties that will interfere with their primary job, operation of the GCA radar system.

It is to these well-trained crews that the Navy gives credit for a remarkable safety record.

Since 18 May 1944, 15,000 landings at operational bases had been recorded as of 1 Sept 1946, and 50,000 landings had been made to train operators. Of the operational landings 469 were made under actual instrument-weather conditions, when safety of the plane and its crew was entirely in the hands of skilled Navy GCA crews. All of these landings were made without accidents.

Each of the instrument landings has been the subject of a detailed record, listing the date, visibility, ceiling, winds, type and number of plane, the name of the pilot and co-pilot, whether the landing was emergency or routine and the plane's point of departure. From this long and continuing study the Navy arrived at the decision to make GCA equipment standard.

In choosing GCA the Navy preferred it to another system, commonly known as the Instrument Landing System (ILS) but identified in naval circles as SCS-51. An order from CNO stated, "In view of the experience gained during the war with the subject systems (GCA and SCS-51), the recommendation of the Commander in Chief, Pacific Fleet, and relative suitability of these systems for *all types* of Naval aircraft, GCA equipment is hereby designated as standard for the Naval Service."

Influencing the choice were a number of factors besides those already set forth. One factor was that of weight and space, limited on Navy planes because of their relatively small size and heavy armament load. GCA requires no equipment on board the plane except two-way radio, which is carried anyway. ILS necessitates installation of instruments and schooling of pilots in their use.

Remarkable Safety Record Has Been Established by Putting Plane, Passengers In the Hands of a Skilled Navy GCA Crew on Ground

Another influential factor was the prior training of Navy pilots, who became accustomed to taking voice instructions from the ground in fighter-director operations.

The Navy is completely sold on GCA, at any rate, and recently performed missionary work in the cause at Indianapolis, Ind., where the Provisional International Aviation Organization convened. All types of Navy planes were used to show the versatility of GCA to international representatives.

Convinced of GCA's all-around utility, the Navy is not overlooking the possibility that it may be used to bring carrier planes to safe landings under disagreeable conditions. In the meantime, reducing to a minimum the menace of weather to aviation flight schedules, GCA makes it possible for NATS to plan daily nonstop flights from coast to coast and fly them—daily.

At 1600 every day the "Hotshot," crack overnight transport, takes off from Moffitt Field. She arrives at 0800 at Patuxent, just outside Washington, D. C. At 1830 every day the Hotshot's east coast counterpart takes off from Patuxent and lands at 0900 at Moffitt. That is *every* day, come rain, fog, snow and assorted inclemency.

The Hotshot never cancels.

TRACKED ICE



SYMBOL of the battle in which man pits his puny strength against icy nature—he must resort to strategy to whip icebergs.

THE HUGE CONVOY, one of the last of the great North Atlantic convoys before the end of the war, was proceeding eastward at reduced speed through heavy fog on 27 May 1945 when suddenly the leading ships found themselves nearly surrounded by great gray and white ghosts.

Signals were flashed from bridge to bridge, courses were changed hurriedly, and in the confusion 21 ships were damaged—two by collision with the "growlers" that had started the fuss and 19 when they collided with each other attempting to avoid the ice.

The convoy had run afoul of a huge iceberg—almost a mile long, over half a mile wide, and with 50 feet of its bulk above the water—and its attendant constellations of growlers, those smaller chunks of ice broken from the parent berg by the action of winds, currents and warmer waters.

That no lives were lost is one of the minor miracles of the sea.

This year the International Ice Patrol is back on its job of preventing such near-disasters, after wartime years when no patrol was maintained.

Scheduled to resume service sometime in February, cutters and planes of the Coast Guard for the next few months will stand continuous guard over the southernmost of the bergs that float from the Arctic regions south into the shipping lanes. They will warn all ships of their location and advise the use of safer, alternate routes for traffic.

And, as a result of the technical equipment developed during the war and the experience gained during the first postwar ice season in 1946, the patrol will be more efficient than ever in its 35-year history.

Big PB1G patrol planes—the Coast Guard's version of the famous Flying Fortress—will fly, when weather permits, from the Naval Air Station at Argentia, Newfoundland, searching the routes that the cutters can't cover daily; radar from both ships and planes will sweep the seas for bergs and field ice that are out of sight in the poor visibility of the area; and Loran navigation gear will assure more accurate placement of the ice menace on the navigational charts of both planes and ships.

Findings from both sea and air will be reported back to the base at Argentia where, in the Ice Observation office, these reports will be correlated with reports from merchants ships passing through the area, giving an accurate, complete picture of the location of all ice that may endanger ships, and these data will be placed on a master chart of the area.

Then, twice daily, the Navy's powerful radio station NWP, Radio Argentia, will broadcast the full report of all ice close to the lanes.

Interested ships—and all ships passing through the North Atlantic are vitally interested—will learn the location of the southernmost of the icebergs, and will be advised of the best routes to follow either passing to the south of the danger area or, if necessary, passing through it.

The work of the ice patrol, as listed, is to locate and determine ice formations which are a menace to ocean navigation; to determine set and drift of ice formations which may become a menace to ocean navigation, and keep all interested parties informed; to collect and report weather infor-

mation; and to render assistance.

Besides these jobs, it has been the policy of the ice patrol to conduct unremitting research into the causes of the ice danger, the characteristics of the ocean areas where ice is found, and the possibility of entirely eliminating the ice as a menace.

Each year, as conditions permit, an extra ship is assigned to the patrol to conduct oceanographic studies; the cutters proceed north at the end of the ice season to take a census of the bergs that may come the following year and to study conditions in the areas where bergs are formed. Continuing experiments are conducted toward diverting the ice flow or destroying the bergs before they become a danger to shipping.

It was determined early in the history of the patrol that explosives were impractical for the destruction of bergs, and no other method has yet been found to destroy them or to divert their flow from the shipping lanes.

The patrol has found that almost all icebergs that become a menace to shipping are calved from not more than 20 glaciers on Greenland's west coast; that ice which eventually enters the shipping lanes generally does so in the spring of its second year afloat; and that bergs rarely last long in the warmer waters south of the 40th parallel.

Bergs, the more spectacular ice danger to shipping, are formed when huge pieces of ice break off the seaward end of the glaciers of the Arctic.

Glaciers are formed when the heavy snowfalls of the high latitudes and altitudes fall on top of one another, each successive snow packing those under it tighter and tighter until the tremendous weight of the whole causes the ice to flow, in the same manner as water — although much more slowly — down the valleys and ravines of the land. The end of the glacier, upon reaching the sea, is forced farther and farther out into the water until it breaks off of its own weight, or from the action of the water, and becomes an iceberg.

Bergs often are as large in area as a city block, and sometimes larger. Their main danger to ships lies in the more than two-thirds of their total bulk that is hidden below the surface. In the past many ships which were thought to be at a safe distance from bergs have been damaged or sunk by the underwater spurs of the berg.

These underwater projections make the greatest hazard for ships in the danger of collision in poor visibility. The largest bergs cannot be seen at a quarter of a mile in the worst conditions of dark and fog, while under good conditions — daylight and good visibility — they can be seen by the naked eye up to 18 miles away.

Although not so spectacular a danger and not responsible for so many losses to shipping as icebergs—largely because it is less often encountered in the shipping lanes—pack ice is actually more embarrassing to shipmasters than the bergs.

Pack ice, or "field ice" as it is more commonly called, is found in fairly



BACKING up to take another whack at pack ice in the Arctic, the cutter above is breaking a new channel in its seasonal, bruising battle. Below: Plane and ship circle berg, charting its position and drift for the International Ice Patrol.





'SPRING PLOWING' into North Atlantic pack ice. Spring thaws break floating fields off northern glaciers, send them slipping silently into shipping lanes.



CUTTER of the Greenland Patrol crunches sometimes cover hundreds of square

level fields or sheets which have broken from the frozen coastal shelves and drifted into the Atlantic. It forms originally in the cold waters closer to shore, which are most affected by the terrific cold of the Arctic winter, breaking loose as the season advances to float south in huge, almost-solid patches which may cover many square miles of the ocean's surface.

Although less thick in section than the bergs, field ice is plentifully massive to damage a ship in event of collision. Also, being of greater surface area and less draft than the bergs it is far more affected by the varying winds of the area and likely to change direction of movement with even light wind shifts. Ships navigating through field ice with even the maximum of caution have been caught fast by capricious shifts of the field, to be held trapped for hours or days until a new shift opened free passage.

Because of these dangers, the only reliable method for mariners to avoid the danger of field ice is to avoid it entirely, whereas navigation is possible, with proper precautions, through the iceberg areas even under bad conditions.

Two of the great factors which make for the danger of ice through the lanes during the ice season are the unpredictability of the amount of the ice that will enter the area for a given year and the distance it may drift before it breaks up.

Bergs calved from the Greenland glaciers have nearly 1,800 miles to drift before they enter the shipping areas and, depending on the turbulent northern currents, the amount of the yearly freeze and other seasonal differences, the number of them reaching the lanes varies greatly from year to year.

Over a 41-year period of study, an annual average of 428 bergs have been sighted south of the 48th parallel, but the yearly number ranges from almost none in some years to well over a thousand in others. The 1,087 bergs sighted in 1945 present an example of the seasonal variation.

The other factor in the amount of ice encountered in the season—that of the extent of its southern drift—is subject to equally wide variation. In 1939, for the first time in the history of the patrol, bergs remained a menace to shipping as late as August, while in 1940 there was almost no dangerous ice sighted as far south of the shipping lanes.

At rare intervals there have been cases of bergs reported sighted as far south as the Azores islands—the approximate latitude of Washington, D. C.

On the average, however, the southernmost of the bergs remain further north, across the shipping lanes, where the Ice Patrol cutters cruise with them, watching their progress and warning all ships away.

Because of this on-the-spot knowledge of ice conditions, the reports of the patrol are almost invariably followed in setting the traffic routes to be used by shipping throughout the year.

This use of specific routes for North Atlantic shipping, and of the Ice Patrol reports to establish the safest of the routes, has been the logical result of a continuing attempt to make ocean travel safer and swifter.

The shortest, and only practicable, routes from North American ports to England and Europe cross the Grand Banks of Newfoundland, an area which has always been one of menace to shipmasters.

It is there that the cold Labrador current, bringing with it the ice, meets the warmer waters of the Gulf current and the Atlantic drift. From February through June, an area as large as the state of Pennsylvania may be covered with the floating ice, lurking in the heavy fogs that cover the area for long periods of time, due to the junction of the two temperatures and climates.

There, too, the same months that bring the fog and the ice are the months that the cod are running, bringing the fishing vessels to lie hidden by the fog and surrounded by their dories in the path of trans-ocean vessels.

The danger of the area was recognized early, but no steps were taken to reduce the danger until the introduction of steam vessels and the increase in speed of ships correspondingly increased the danger of collision.

Then, in 1855, to lessen the danger of ship collisions, separate lanes for east and west-bound traffic were proposed in Matthew Fontaine Maury's Sailing Directions. No provisions were made concerning the ice, and the Cunard Lines, in 1875, adopted a series of tracks in both directions, the most southern of which were laid south of the normal extent of the ice.

This arrangement proved so great an improvement that in 1898 a number of the larger commercial shipping companies got together and drew up the North Atlantic Track Agreement, which made standard for all their ships the tracks as originally set down by the Cunard Lines.

Due to the unpredictability of the extent of the ice, however, tragedies still occurred. This condition continued until 1912, when a terrible dis-

Icebergs, Treacherous Grey Ghosts of Sea, Are Sought Each Spring by Planes, Ships and Men of International Ice Patrol



ahead in its ice-breaking job. These packs miles, and are a menace to shipping.



INTO partially opened waters goes the cutter. The Ice Patrol also conducts research into the causes of ice danger and explores possibilities of eliminating it.

aster brought about the formation of the Ice Patrol.

On 14 April of that year, the huge liner *Titanic*, hurrying at full speed in an effort to set a speed record on her maiden transatlantic voyage, crashed headlong into the projecting underwater spur of a berg south of the Grand Banks. She sank in just over an hour, with loss of 1,517 lives.

The resulting storm of protest brought action. For the balance of 1912, while the nations interested in Atlantic shipping were calling a conference to consider the matter, the United States Navy assigned two of its scout cruisers to patrol the ice area and to warn all ships away. The work was so well done that the patrol was recognized as a partial solution of the problem.

In 1913, then, with the Navy's work of the past year as a background, the ice patrol was assigned to the Treasury Department and two cutters of the (then) Revenue Cutter Service, the *Seneca* and the *Miami*, were given the job. In that year, also, the British government took up the question of ice observation and sent the chartered steam trawler *Scotia* into the area to report ice and weather conditions off the coast of Newfoundland.

That same winter, the International Conference on the Safety of Life at Sea met in London and the question of the ice regions came up for discussion.

A permanent ice patrol was recommended to increase the safety of the Track Agreement, and the United States was asked to maintain it at the expense of the 13 powers interested in transatlantic navigation. Costs were to be defrayed by the maritime powers in a fixed proportion which has been observed ever since.

Although no provision was made by the conference for the establishment of the patrol until 1915, the U.S. was asked to maintain it on the agreed basis in 1914. On 17 February of that year, the President of the United States directed that the Revenue Cutter Service begin the ice patrol as soon as possible and the work that has continued ever since began in that same month.

The success of the patrol is indicated in the fact that no lives have been lost in commercial shipping due to collision with ice in any year in which the patrol has been in operation, despite the fact that it has no arbitrary control over shipping and can only suggest the use of alternate routes and safer passages.

The patrol's knowledge of the ice, however, is so generally accepted that its track recommendations are followed without question by the signatories to the North Atlantic Track Agreement. Past experience has shown independent steamer companies not participating in the agreement that following the reports of the patrol is less costly than losing days or weeks frozen in solid field ice, or risking the danger of collision with bergs. All shipping has found the Ice Patrol to be a factor for safety which may not be discounted in the North Atlantic.

So, until science develops methods of diverting or destroying the ice, the patrol continues its yearly job of watching the bergs and telling the world where safety lies.



SMALL and harmless in appearance are the icebergs—from a distance. Acres of ice beneath the surface can rip ships, send them to their death below the sea.

JAPANESE DAVY JONES

Underwater Suicide Troops Garbed in Diving Suits and Carrying Mines on Sticks Was Nippon Defense Plan Against Invasion by U. S.

IF STROLLING on the ocean floor and brandishing a lethal walking stick would turn the trick, the Japanese were prepared to stand off an invasion of their home islands in 1945. Just to be certain of the outcome the artful Asiatics tossed in a brace of bizarre refinements of warfare that the Navy—for want of better names—calls underwater "foxholes" and submerged torpedo installations.

This may read like someone has hold of a high octane pipe mixture, but every word of it is gospel and is set forth solemnly, scientifically in a report to CNO. Even the official report, submitted by Capt. C. G. Grimes, USN, of the Naval Technical Mission to Japan, indicates that the Navy had its doubts about these eye-popping Japanese devices.

Using sonar, recording and non-recording fathometers, U. S. craft swept suspected areas along the Japanese coast. Contacts established in these investigations still left the issue clouded, "but the actual physical existence of the installation was not considered vital since the possibility of such an installation has been proved and hence can be taken into consideration in any future plans."

Take a tight hold on your sanity and examine the first of the three special harbor defense plans—underwater suicide troopers, identified by the Japs as Fukuryu. It was in 1944 at the anti-submarine school that the Greater Asia tub-thumpers decided something extra-special could be done about the inevitable invasion. By February 1945 they'd really gotten excited, and began recruiting volunteers from the air corps.

Apparently no inducements were offered other than the doubtful privilege of dying for Domei and the Son of Heaven. They were to wear the latest thing on the blub-blub boulevards, a sort of zoot diving suit. Perhaps that lured them—but conscription became necessary despite the attractiveness of the garb.

The suit was a self-contained outfit, equipped with two tanks each holding 3.5 liters of compressed pure oxygen. It had a chemical air purification device similar to that used in submarines. With liquid food piped in by rubber tube, the diver had everything in his suit but an honorable discharge button.

At first it was planned that the underwater troopers would work at a depth of 15 meters, moving along the bottom at a 2,000 meters per hour clip for several hours. Later, increasing size of the air purification unit, the Japs fixed it so that divers could stay submerged from dawn to dark—more than eight hours.

But what made the Fukuryu anything but a cartoonist's gag was the suicide mine he carried. It was, the report explains, "essentially a charge of explosive mounted on a stick equipped with a contact fuse." In back of the charge was a buoyant chamber that helped the diver keep his uncanny weapon upright while under water.

The stick — possibly because they wouldn't touch us with a ten-foot pole —was about 10 feet, 9 inches long. The Japs gave considerable thought to the size of the charge. They evidently decided that, since 20 kilograms of TNT or TNA would not hurt another man 40 meters away, 10 kilograms would be just the right weight and 60 meters the interval of safety. Tests revealed that a 10-kilogram charge could knock the be-go-to-hell out of a double-bottom boat, and that was precisely what the Japs had in mind.

Nothing is simpler than the way the stick charge worked. The diver just rammed the business end of the stick against the side or bottom of a landing craft. Destruction ensued, and the diver was a Japanese hero—a dead one, of course, but a hero withal.

In view of the violent end awaiting them all, the U. S. Navy wondered at the Japanese concern about spacing of under water raiders. "If one man was to die with a charge, why not two?" the Navy's investigators asked. Well, if we had to know it, it was a moral question. Japs were willing to die of blasts they made themselves but not as a by-product of another's explosion.

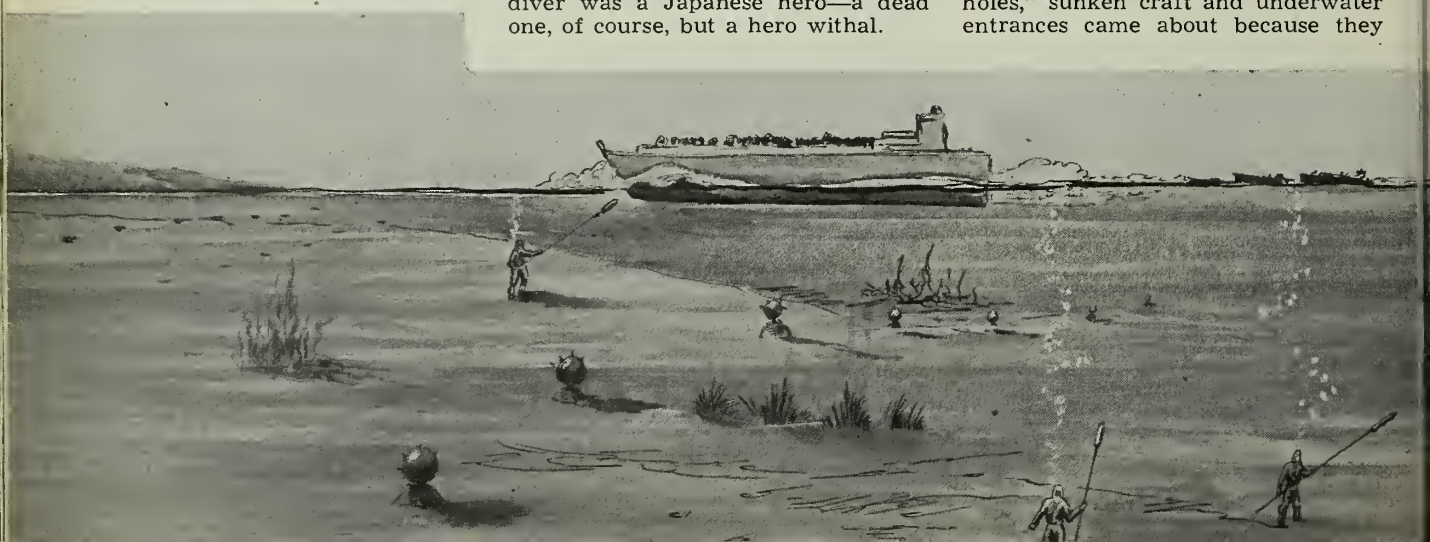
Fine points like this one never came in for actual test. Mines were ordered in 1945 but not delivered due to production difficulties. The Japs struggled along with 400 dummies for training purposes. Similar problems slowed production of the suits. At the end of the war, including attack units at Yokosuka, Kure and Sasebo, the Japs had 1,200 trained troopers and 510 units.

Those 1,200 divers were a far cry from the 40,000 originally planned by the Navy Ministry. Even the Japs regarded the program, as the report reads, "pretty much of a last ditch defense." Still, when that 40,000 figure was set, they were rather hopeful. Suicide planes and boats were scarce as fur bennies in New Guinea, and their effectiveness decreased due to the American policy of using hordes of small boats for landings. Consequently, even when the 40,000 estimate was reduced to 6,000 because of supply and training difficulties, the Japs hoped that the underwater guerrillas might be a considerable nuisance to any landing the U. S. attempted.

Part of the plan was the underwater "foxhole." These were sections of large concrete pipe with steel doors dogged down securely against explosive assault. From these, six to 18 divers could operate without danger of detection. They were to be equipped with a transfer compartment and living space, all at a depth of 15 meters.

Another plan was the proposed use of inoperative cargo vessels for the same purpose. Still another similar scheme involved underwater entrances where high, sharp shorelines permitted.

Japanese preoccupation with "foxholes," sunken craft and underwater entrances came about because they



wished to preserve the element of surprise. They thought that, if discovered by enemy forces, the divers would be circumvented by vigorous countermeasures. The Japs were certain that many small bombs dropped from planes, short shells lobbed by American ship batteries or captured gun emplacements on the shore could foul up the Fukuryu.

In mid-July 1945, however, when a Jap officer found he could stay underwater continuously for eight hours and 25 minutes at a depth of three to eight meters, they thought the submersible suicide strollers would be very effective. The officer doubled the size of his air purifier for the dive, and spent most of his time walking. They soon began to talk of operations at a depth of 35 meters, and stumbled on a discovery that made extended order drill possible beneath the surface.

Two communication methods made this practicable. Using their breathing units as megaphones, the troopers could communicate for a distance of two to five meters. Beyond that range they could talk by hitting together pieces of metal, a signal that was audible more than 300 meters. Every man had a flashlight and wrist compass, while platoon leaders had special periscopes.

What had the U. S. Navy plumbing the depths of the ocean, however, was the special harbor defense device known as fixed underwater torpedo positions, reportedly located in the entrance to Tokyo Bay. These too were basically very simple affairs, merely consisting of water-tight compartments built into non-operative merchant ships and sunk in the proper place.

Constructed at Yokosuka or Yokohama, the ships were of about 5,000 tons containing three separate compartments — water chamber, living quarters and torpedo room. All the work was done on surface; then the ship towed to the proper spot and submerged by blasting holes in other compartments.

The 40 to 50 men who would man the torpedo installation descended to their home in diving suits. There, they entered the water chamber, a watertight door slammed shut and the water was pumped out. Then, removing their clothes, they entered the other compartments, prepared to operate three traversable torpedo tubes and a sound detector. Canned food was dropped every 10 days, when the men were rotated.



Once in the pillbox, which had 1,440 square feet of floor space, they did not communicate with the surface. One pillbox could talk to another by rapping out Morse code on the bulkheads.

Learning that three such pillboxes were supposedly located at the mouth of Tokyo Bay between Misaki and Sunozaki, the Navy mission obtained the co-operation of the Fifth Fleet and scoured the area with the USS *PC-1137* and the USS *Gainard* (DD 706). Contacts indicated pillboxes right enough, but so deep that available diving gear could not plumb the depth of 180 feet.

Torpedo installations, located as they were, could not have been part of the master plan for anti-landing defense of sloping beaches. The Japs had it figured out this way:

Farthest out from the beach would be a row of mines, anchored to the bottom in 10 to 15 meters of water and resting there until released by a trip rope operated from a respectful distance. Fukuryu divers, naturally, would lay these mines and also release them when the time came.

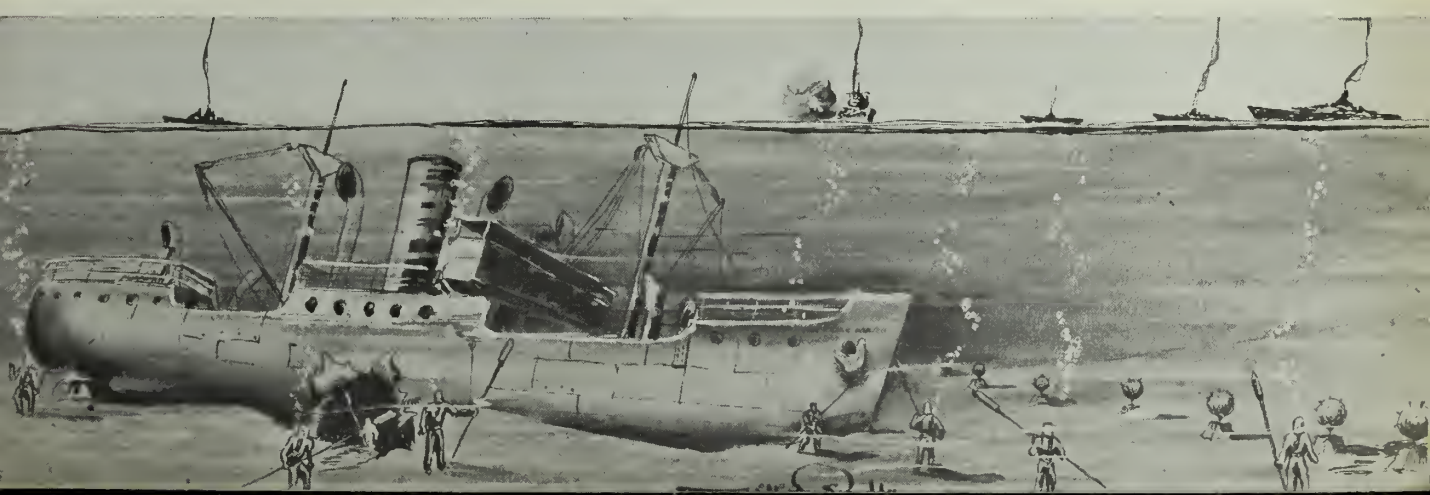
Next would come three rows of Fukuryu, each wielding a stickmine. The rows would be 50 meters apart with each man, as said before, stand-60 meters away from his neighbor.

If the invading force succeeded in getting past the outer ring of mines, that was the signal for the fantastically-clad Fukuryu to bring the armed "walking sticks" into action. How one of these underwater defenders would have appeared is pictured for you, above, by an ALL HANDS artist.

Although its operation was simple (or considered to be), the stickmine was carefully planned and constructed. The mine itself was .556 meters in length, with a diameter of .240 meters. From its forepart projected a horn, which set off a fuse when the weapon was jabbed against the underside of an invasion craft.

Farther in toward the beach would be a row of magnetic mines in three meters of water. Still closer to the land would be numerous beach mines in one meter of water.

It is not recorded that a champagne bottle was smashed on his prow, but every member of the Fukuryu was a combatant ship. That was the theory at least — and each man wore an ensign.



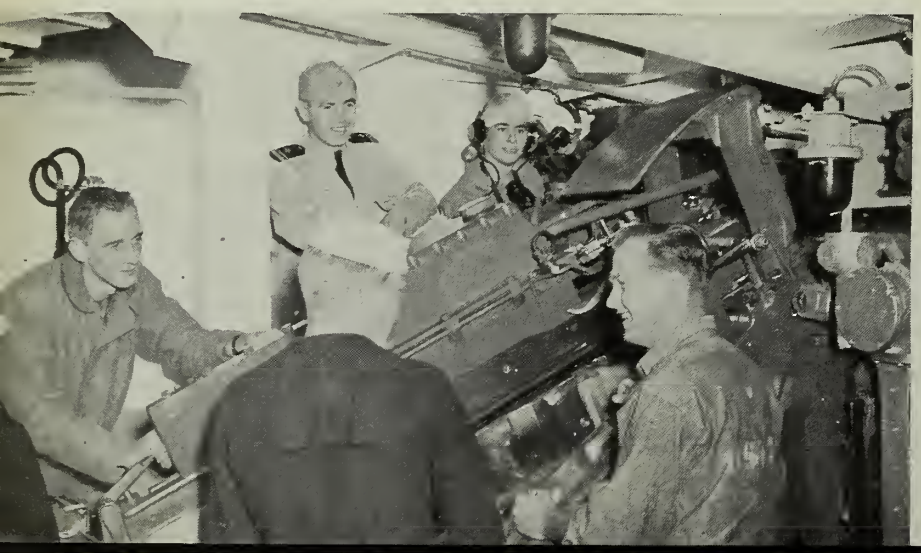
'READY TO LEND



FIRST AID for a bruised shin is administered by Reserve 'docs' in USS *Wisconsin's* extremely modern sick bay.



WEST COAST Reservists have personnel inspection (above) and load 5-inch 38 (below) aboard destroyer USS *Buck*.



THERE WAS A BREAK in the gunnery exercises during the first Naval Reserve cruise of the USS *Wisconsin*. The empty shells were cleaned up around the twin-mount 40-mm and the gun crew, composed of about half Regulars and half Reservists, relaxed.

The gun captain, a Regular CGM, jotted some enteries in the gun log. The Reserve trainer, a seaman first, trained the gun out to sea and leisurely stretched. Drinking in the warm Caribbean sunshine, he reflected that the weather was probably about 30 degrees back in Rochester.

The scene was obviously set for a bull session and the pointer, a Regular GM3, was not one to allow an opportunity to slip by. The subject of the recent Panama liberty had been exhausted so he let go a new poser.

"Why do you guys ask for these Reserve cruises?"

He climbed down from the 40-mm mount to get in on the gab-fest.

"Well," said the trainer, putting the finishing touches on his luxurious stretch and scratching his head, "traveling kind of got in my blood during the war and I like guns, all sizes. Firing guns is exciting. Tinkering with machinery, making it work, is a lot of fun."

The first loader stepped down from his platform. "Frankly, I like the Navy. Matter of fact, would have stayed in, but I have a wife and a couple of kids and I figured I ought to be a civilian so that I could spend more time with them. But these cruises give me a chance to keep my hand in with the Navy and be a civilian, too."

"I'm going to school," explained another loader, a Reserve F2. "I would have joined the Navy if the war had lasted longer. If it hadn't been for the Naval Reserve, it would probably have been years before I ever got to see any of the world except Richmond. And besides, being around Navy equipment — electronics gear, engines and all—gives me some practical experience."

The other Reservists gave their reasons, mentioning such things as opportunity to advance in rating, extra money, technical training. But the pointer wasn't satisfied.

"Yeah, I understand all that, but what about the Navy? What does the Navy get out of sending you out for two-week cruises?"

"I've got the answer to that one," said the gun captain, "but right now the target plane is coming back. Man your gun stations."

The plane approached with the target sleeve streaming astern. The team hopped back to positions on the 40-mm.

"Track the target."

Shells were poured into the loading pawls and the pointer and trainer picked up the sleeve in their sights.

"You came close last time. Lead the target and we'll get it."

The first few bursts were just forward of the sleeve. The next hit the mark. The sleeve drifted free from the towing line. A cheer went up from the crew.

The telephone talker relayed a "Well Done" from the bridge and the word was passed to secure from gunnery exercises.

As the gun crew cleaned up the empty shells, the gun captain reopened the subject of Naval Reserve cruises.

"This is the way I get it," he said, "and it makes sense. At the time of Pearl Harbor, there weren't nearly enough Regulars to fight in two oceans. We had to hold the Japs in the Pacific and protect our ships from the German submarines in the Atlantic. And on top of that we had a lot of new men to train. It was pretty rough going.

"With this Reserve set-up, we'll be ready if anyone else makes a pass at us. We've got the ships and, with the Naval Reserve trained ahead of time, we'll have the men. It will make it a lot easier for us Regulars if there's any more trouble, and another thing, the chances of trouble are far less with a backlog of trained Reservists."

The CGM put his finger on one of the chief missions of the peacetime Navy. As the Reserve cruise program gains momentum, more and more regular Navy personnel will be concerned in one way or another with the training of Naval Reservists.

The gunnery exercise recounted above took place during the first Naval Reserve cruise of the USS *Wisconsin* to Cristobal, C.Z. Approximately 500 Reservists from the eastern United States participated. At about the same time, Reservists from the 11th, 12th, and 13th Naval Districts were being trained on the first Reserve cruise from the West Coast aboard the USS *Buck* (DD 761).

Toward the end of January, 8th ND Reservists boarded the cruiser USS *Macon* (CA 132) for a 14-day training cruise from New Orleans to San Juan, Puerto Rico.

A HAND'



ON LIBERTY in Panama, two Reservists from 3rd ND take a bearing with the aid of native policeman. The *Wisconsin* departed Norfolk on her first Reserve cruise.

In February there were more cruises. The *Wisconsin* trained approximately 800 Reserves on a cruise from New York to Cristobal and the USS *Little Rock* (CL 92) took an additional 350 Reservists for two weeks' training with Charleston, S. C., as the port of embarkation and San Juan as the liberty stop.

Every month ships of the Fleet will be leaving ports on both coasts as indicated by the schedule of cruises on page 51.

In addition to the cruises, hundreds of Reservists are participating in the current Atlantic Fleet exercises in the Caribbean area. Reservists from the 1st, 3rd, and 4th Naval Districts embarked from Quonset, R. I., aboard the USS *Randolph* (CV 15) and those from the 5th, 6th, 7th, 8th, and 9th Naval Districts and PRNC boarded vessels at Norfolk.

Reservists are also training with Regulars in the Atlantic Fleet amphibious exercises from 18 February to 24 March. Including Reservists in Fleet operations is in line with the policy of integrating the Naval Reserve with the regular Navy whereever possible.

It is expected that more than 35,000 Reservists from the eastern United States will receive two weeks' training afloat this year. Additional hundreds from the West Coast will also be given the opportunity of going on training cruises.

Cruises are being scheduled through the summer, but Reserve officials have urged Reservists to request afloat training during the winter and spring if possible to smooth out the summer peak load as much as possible. For the most part, spring cruises have southern waters for their destination.

The *Wisconsin* has been making her Reserve cruises to Cristobal, which gives trainees two days of liberty in the colorful Central American port. Reservists have seen the locks of the Panama Canal and wandered through the quaint streets of Cristobal, Balboa, and Panama City. They have visited souvenir shops in the plazas and have been amused by such commonplaces —to Panama—as natives walking casually through the streets carrying Iguana lizards for the evening meal or women carrying huge baskets of goods balanced on their heads.

Reservists have returned with tales of the amazing skill of net makers who turn out net by the yard with deft movements too rapid to follow. And most of the civilian sailors have a story or two about the entertainment at the famous Panama night clubs.

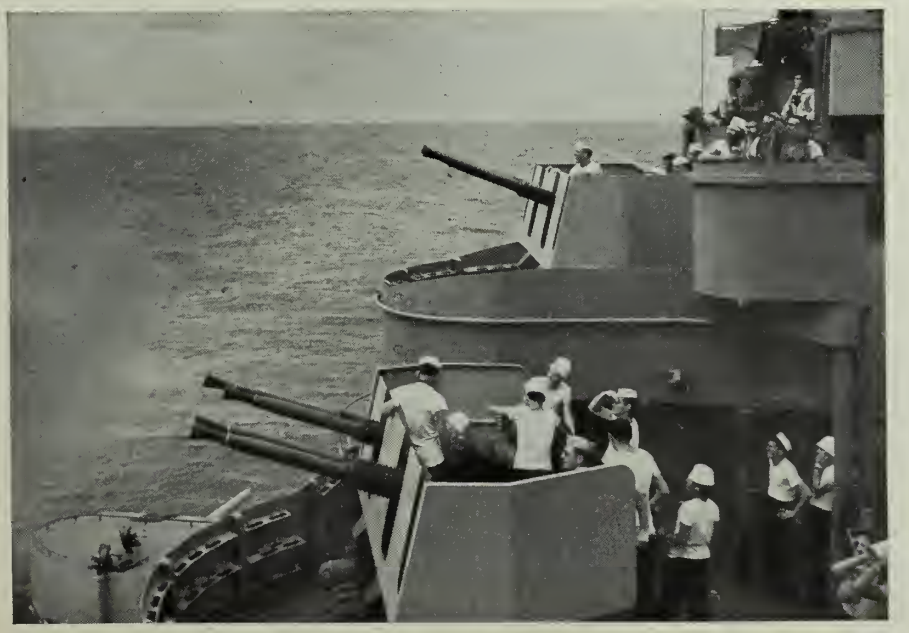
But the Reserve cruises are neither clam bakes nor picnics. Liberty granted was earned by conscientious attention to training assignments and to the routine of the ship. Aboard the famous "Wisky", Reservists including veterans of combat experience and the newly eligible nonveterans, were assigned to various departments of the ship where they took their places at the side of Regulars and participated fully in the operation of the battlewagon.

The *Wisconsin* was completed in 1944 and contributed some telling licks in the defeat of the Nips at Leyte Gulf and the Third Fleet strikes against the Japanese home islands. The modern 31-knot, 45,000-ton warship affords Reservists training on the very latest Navy equipment.

Standing watches, the Reservists who are veterans soon got the "feeling" of the ship and were able to help instruct nonveteran Reservists in seamanship and other shipboard skills. In some cases, they have aided in the training of Regulars. Reserve electronics technicians, for example, helped put the *Wisconsin's* radar, fire control and other electronics gear in operating order.

Topside, Reservists lent a hand with the required painting and help holystone the wooden decks. The brass was kept shiny despite wind driven salt spray. Gunners were occupied with the maintenance of the ship's bristling armament and Reserve pharmacist's mates assisted at sick call.

In the galleys, there were Reserve cooks. Reserve ship's service men worked in the tailor shop, the cobbler shop and the laundry. Yeomen and storekeepers, besides taking care of



TEAMWORK of Reservists and Regulars accounted for marksmanship. Helium filled balloons released from ship and sleeves towed by aircraft were targets.





ROUTINE MAINTENANCE is carried out in machine shop (right) with Reserve shipfitters bearing a hand. Toilet articles are purchased (left) in battlewagon's ship's service store by Reservists who received intensive Navy training on 14-day cruise.

the records, supply and pay accounts, helped out in the small stores and ship's service.

Almost every day general quarters was held. For the first few days of the cruise there was dry tracking of the ship's planes that were catapulted from the vessel. After several days of dry firing, the machine guns were turned loose on helium balloons released from the bridge. On the return trip, the 16- and 5-inch guns were fired near Guantanamo Bay. The gun crews showed excellent marksmanship on the targets, which were barely visible on the horizon.

The steady flow of dispatches from 13 civilian news correspondents aboard the *Wisconsin* for her first Reserve cruise, plus the heavy official traffic, kept Reserve and Regular radiomen busy. Signalmen on the bridge conducted daily flag hoist, flashing light and semaphore drills.

When the battlewagon returned to Norfolk, there was an eight-page special issue of "The Wisconsin Badger," the ship's newspaper, ready for Reservists. It contained pictures and articles about the cruise and, as with most other activities, the souvenir newspaper was a joint effort of Reservists and Regulars.

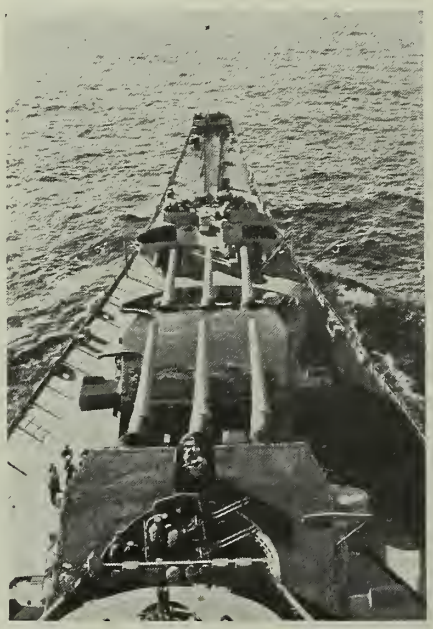
The first Reserve cruise from the West Coast took place aboard the destroyer USS *Buck* and was a pocket size version of the *Wisconsin* cruise. Over 180 Reservists boarded the ship in San Francisco on 6 January, returning two weeks later experienced in seamanship, gunnery, damage control, fire fighting and sonar tracking.

Rear Admiral D. B. Beary, USN, Com 12, boarded the ship just before she shoved off from Treasure Island in San Francisco Bay. He wished officers and men "an instructive and happy cruise." The band was playing "Anchors Aweigh" as the *Buck* left the pier and headed out through the Golden Gate.

Nineteen Reserve officers and 164 Reserve enlisted men, the majority from the 12th Naval District with smaller groups from the 11th and 13th Naval Districts, made the cruise. They augmented the *Buck's* crew of 134 men and from the beginning took an active part in the shipboard routine.

For many, this was their first cruise aboard a destroyer. The operational plan called for a slow trip down the coast to San Diego, giving the men a chance to become accustomed to life on a "tin can."

The first week's training was conducted by officers and men regularly assigned to the *Buck*. It began with abandon ship drill soon after passing the Farollones and developed into a thorough indoctrination or refresher course in the daily routine of a fighting ship. There were collision drills, CIC exercises, and handling and loading drills.



GENERAL QUARTERS aboard USS *Wisconsin* as the ship cuts through the calm waters of the Caribbean during cruise.

In the galley, a father and son, both Reservists, served side by side. L. H. Whittall, SC3, USNR, from Seattle initiated his son, L. G. Whittall, into life aboard ship. The youth is one of the first from the 13th Naval District to join the Naval Reserve under the nonveteran program and is a ship's cook striker.

Liberty for Reservists began when the ship arrived in San Diego. Many took advantage of the opportunity to visit Tijuana, across the Mexican border.

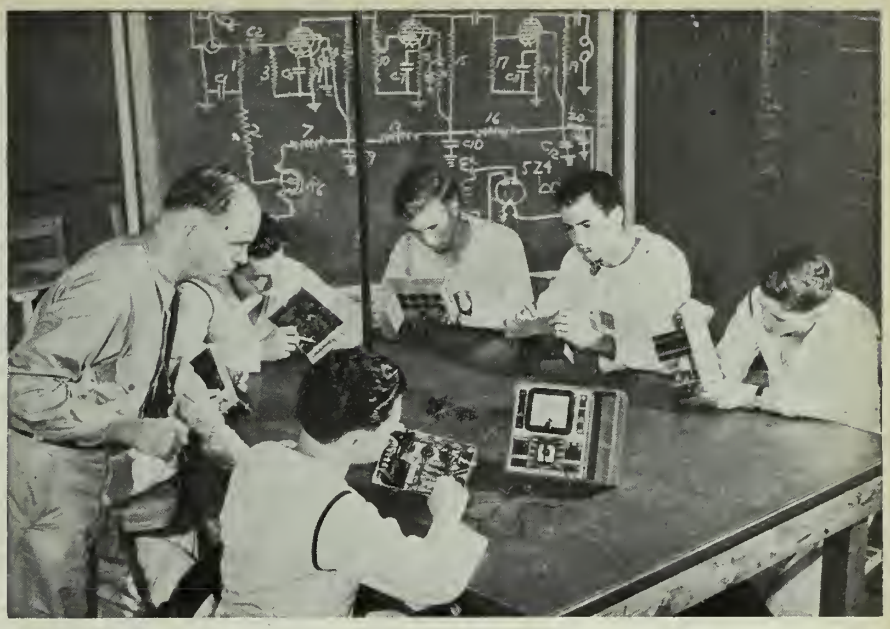
In cooperation with the Under Way Training Command of the 11th ND, intensive training was conducted in the area of San Diego. CIC and attack sonar teams were sent to sound school ashore for instruction. Damage control practice and engine room casualty drills were held aboard ship.

Working with a submarine, the destroyer went through a sonar tracking drill off the Southern California coast. Reservists also engaged in firing exercises, fire fighting and repeated signal drills. Star shells lighted the sky for night gunnery practice.

The training on Reserve cruises is as intensive as it sounds. The purpose is serious and the time is short. In the span of two weeks annually, Navy veterans who are members of the Naval Reserve must be brought up to date on what's going on in the Fleet and must be given the opportunity to refresh themselves in the duties of their ratings under operating conditions.

In addition, nonveterans are constantly being brought into the Naval Reserve. These nonveterans are young and eager to take an active part in the Navy, but like all "boots" require experience before they can be entrusted with the responsibilities of a Navy sailor. The annual training cruises offer nonveterans a chance to learn the nautical skills that are requisite for a smooth-working, effective Navy should the need arise.

GADGET TRAINERS



TRICKY GADGETS make work of special artificer (special devices) no child's play. Students here are testing circuits by the vacuum tube voltmeter method.

SINCE October 1945 the Navy has trained no special artificers (special devices), and they've come to be as scarce as Wave boatswain's mates —a sorry condition being remedied beginning 3 March.

That is the date the Naval Air Technical Training Command inaugurates a 14-week course for SADs at Naval Air Technical Training Center, Jacksonville, Fla. About 100 prospective technicians, first of a long parade, will form the class and graduate shortly after 7 June. From that date, at intervals of two weeks, the school will send groups of trained SADs to the Fleet, the aviation Navy and the shore establishment.

While NATTC worries about schooling the men, BuPers is considering a new name for their rating, which is pretty much of a mouthful right now. Under the new rating structure (see p. 57), effective 1 Jan, it is planned to call these technicians "tradevmen" and abbreviate the title to "TD."

Whatever they're called, their work is familiar to most veterans of World War II. They performed maintenance on synthetic training devices, the gadgets without which building a highly skilled Navy of raw civilians would have been nearly impossible.

Under the postwar organization, SADs will perform instructional duties in connection with the various devices as well as keep their intricate mechanism functioning. They will be expected to fill jobs handled during the war by such a variety of rates as specialist (G) (gunnery instructor), specialist (T) (teacher), specialist (T) (LT) (link trainer instructor), and specialist (T) (LCNT) (link celestial navigation trainer).

Like their wartime counterparts, graduates of the Jacksonville school will be expected to handle the devices that reproduce combat conditions for pilots, lookouts, gunners, navigators, CIC personnel, flight engineers and others. Synthetic training devices, economic of time, material and accidents during the war, are expected to do as well as the Navy welds its new forces.

Although some of the gadgets are extremely simple—a pack of playing cards, for instance, used in recognition training—the work of an SAD is no child's play. He must be ready to cope with complex electronic, electrical and mechanical gear. Some of the trainers developed by the Special Devices Center, now located in Port Washington, Long Island, N. Y., are as tricky as a Swiss watch.

Jacksonville will arm its graduates with the fundamental science needed by a third class petty officer concerned with the devices. In the 14 weeks of schooling students will study basic mathematics, physics, machines, optics and gunnery. After this background work they will learn fundamental concepts of projectors, gunnery, radar, Loran and other electronic gear.

Successful completion of the course wins a non-rated man the (SAD) designator, the skill to maintain simpler special devices and to aid more advanced technicians with knottier problems. Commands with an allowance for SADs will get the graduates, 75 per cent of whom can expect to go to aviation activities.

Just as limited as SAD personnel, now that the Navy is on a peacetime basis, is training time and equipment.

Synthetic devices also are important to plans for the Naval Reserve, through whose various components the Navy hopes to maintain the skills of thousands of wartime sailors. Gadgets will assist in the training task.

Men were familiarized with the devices until October 1945 in a school operated by the Naval Air Technical Training Command at Chicago. It is felt that the new school opening in March, by training men in both instructional and maintenance duties, will do much to solve the problem of filling the gaps left by demobilization.

Considering the extreme scarcity of the rating throughout the Navy, successful students can look forward to a rapid rise. Most of the wartime SADs were Reserves, now demobilized, leaving the field wide open for the ambitious.



PARTS ADRIFT on the work bench belong to a projector for gunnery training device 3-A-2. It's another scene at Technical Training Command's SAD school.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **BUPERS ANNOUNCED** last month it has had directives in effect since October 1942, which provide generally that no Navy man shall be discharged solely because of disabilities incurred in combat, provided he can perform a useful service in the Navy, and unless, as is his option, he elects discharge.

Reenlistments of naval veterans have been effected under this policy, provided the candidates for reenlistment would not, apparently, require further hospitalization for their disability. Psychological disabilities are disqualifying under Navy policy.

The announcement came as the Army progressed in its new plan to reenlist an expected 5,000 combat-disabled veterans. The new Army policy, similar to the long-standing policy of the Navy, requires that the applicant meet minimum physical standards for enlistment (with the exception of the specific disability), be able to care for himself in the normal course of life, not require further hospitalization, and have skills which the Army can utilize.

● **SQUARE PEGS** should be no problem to BuPers (and the Navy as a whole), if the advanced state of the science of Navy billet analysis is any indication. Specialists—fingerprint experts and geophysicists, teachers and even billet analysts—in fact, all men with skills the Navy uses, will drop neatly into niches in the naval organization to run it smoothly in peacetime, ease its tremendous expansion in any future emergency.

Key to the new system is careful analysis of the skills in Navy jobs, and careful cataloging of the skills each Navy man possesses. The latter has resulted in the job classification codes assigned each Navy man, to indicate the job or jobs for which he is fitted (see p. 28). The former is still in a state of development, though far enough along already for extensive practical use. Billet and qualifications description sheets have been designed and are being used to list the skills required in given Navy billets.

Glance at a typical billet and qualifications description: Fingerprint Classifier (an enlisted billet). We find our man's duty station would be BuPers or the Navy Department. Under qualifications we note the scores he must attain on the enlisted classification test battery and physical requirements; experience and education necessary, both naval and civilian.

The sheet includes a description of the duties he must perform and the tools and materials with which he must work. Relationship of his billet to others is stated, including channels of promotion in his career. Of great importance in an emergency is the section noting sources from which men with these skills may be procured (in this case, the FBI, large police departments, national detective agencies, insurance companies). Of equal importance after an emergency is the section which notes civilian jobs to which such a man may return.

● **SKIVVY SHIRT** shortages that have plagued boot and admiral, and turned gray the hair of skippers at inspections for the past several months, are about over. BuSandA has come up with the glad news that by the first of this month an increase should be noticeable in small stores' stocks the world over.

Labor and materials shortages resulted in the near-disappearance of the skivvy in the civilian and naval economy. The Navy, desiring to cooperate in a situation which found civilian and bluejacket, alike, skivvie-less, did not attempt to "hog" a big supply for itself. Toward the end of 1946, as the over-all shortage eased, the Navy was able to buy in one month about two-and-a-half times its previous monthly purchase of skivvies, and was able also to contract for delivery of adequate amounts of skivvies for the ensuing six months.

BuSandA's prediction is there'll be an increase in the stock of skivvies noticeable about the first of March, and a plentiful stock will accumulate during the following 90-120 days.

Only other small stores shortage confronting the Navy is in white cotton socks. The supply is about one-half normal. But there's plenty of everything else.

● **BUPERS** has called attention to the following fact: If you take leave, you must have sufficient money to pay for your expenses and also your transportation.

The Chief of Naval Personnel has noted that enlisted personnel in a leave status, without funds or necessary transportation, are reporting to recruiting stations and other naval activities for transportation to return to their duty stations. In some cases, the men are without transportation or sufficient funds even to reach their leave address.

BuPers Circ. Ltr. 17-47 (NDB, 31 January) pointed out that the standard leave form for enlisted personnel has on its reverse side the following information, which all men are required to read and sign before departing on authorized leave:

"It is understood you have sufficient funds to defray your expenses on leave, including round-trip transportation or necessary funds therefor. Each case of transportation obtained from recruiting stations, or other naval activities, by personnel on leave, will be investigated, and where no urgent necessity was apparent in applying for transportation request, disciplinary action will be taken."

The circular letter directed strict compliance with BuPers Circ. Ltr. 288-44 (NDB, July-Dec 1944), which instituted the standard leave form for enlisted personnel.

● **IMMUNIZATION** requirements applying to military personnel and civilians traveling by naval air or surface conveyance in Pacific areas were given in Alnav 8-47 (NDB, 15 January).

The requirements, and applicable areas, are as follows:

- Travel to any area in Pacific—Vaccination against smallpox, typhoid, and tetanus within previous 12 months.
- Travel to Japan, China and Okinawa—Additional requirements, cholera and typhus immunization, both within previous six months.
- Travel in Philippines—Cholera

LEGISLATIVE ROUNDUP

Chief of Chaplains—S. 227, H.R. 1365: Introduced; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Introduced; to increase authorized number of CEC officers.

Warrant Promotion—S. 281, H.R. 1362: Introduced; to permit counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service for promotion to CWO.

Medical Administrator—S. 238, H.R. 1361: Introduced; to establish commissioned grade of Medical Administrator in Hospital Corps.

Medical Sciences Corps—S. 334, H.R. 1603: Introduced; to establish Medical Associated Sciences Corps as part of Navy Medical Department.

Nurse Corps—S. 322, H.R. 1373: Introduced; to reorganize Nurse Corps, Navy and Naval Reserve.

P.G. School—S. 229, H.R. 1341: Introduced; to permit construction of a post-graduate school at Monterey, Calif.

Academy Aviation—S. 230, H.R. 1364: Introduced; to authorize construction of aviation facilities at the Naval Academy.

P.G. Line School—S. 278, H.R. 1379: Introduced; to establish a post-graduate school of the line of the Navy.

Pay at Academies—S. 321, H.R. 1377: Introduced; to increase, and otherwise revise, pay of midshipmen and cadets at service academies.

Dependency Benefits—S. 333, H.R. 1604: Introduced; to extend dependency benefits to 1 July 1949.

immunization within previous six months.

• Plague vaccination is not a prerequisite to travel, but may be given to all one year of age or over, upon arrival at destination at discretion of command concerned.

• Requirements for children—Smallpox, regardless of age; diphtheria within past three years, or evidence of immunity, for all between ages of six months and 10 years; typhoid and tetanus for all over 12 months of age for travel to any area in the Pacific; where indicated by area of destination, cholera for all over six months of age and typhus for all over 12 months of age.

The Alnav said that travel originating in China, Japan, Okinawa, and the Philippines shall not be permitted unless successful vaccination for smallpox, and, where indicated, cholera and typhus, have been completed within the previous six months. In addition, for travel by air, a written certificate from a medical officer, certifying that the individual "has been properly immunized, is free of lice, is not suffering from a communicable disease, and is not likely to introduce disease as a result of his travel," must be obtained.

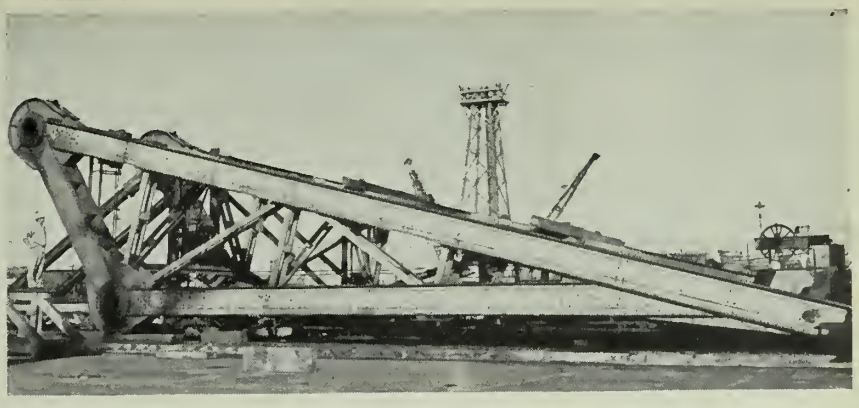
Except in rare exceptions authorized by the district commandant or area commander, the officer assigning passenger space on aircraft or surface vessel shall not permit embarkation without evidence of compliance with the immunization requirements the Alnav directed.

● **A MANUAL** for officers of all the armed services in the ranks of ensign and second lieutenant is now the joint project of the Army, Navy, Coast Guard, Marine Corps and Army Air Forces.

The objective is to provide a text for the indoctrination of each officer to "assist him to his earliest complete development into the most effective officer possible."

Breadth of the subject matter, and the fact it is pioneering its field, have set an imposing task before the joint committee which is directing production of the manual. BuPers will publish a tentative outline at a future date, and at that time will invite comments and suggestions from the service.

A preliminary outline breaks the contents down into sections on leadership including training, customs and personal arrangements. The section on customs will, it is planned, include a discussion of customs in common among the services, special Army, Navy, Coast Guard and Marine Corps customs, and an explanation of relative rank. The section on leadership, according to tentative plans, will describe the officer's personal approach to his development as a leader, his understanding of responsibilties and privileges, relations between officer and enlisted man and his development as an effective training technician for individual training, group training and combined or joint training between the services.



MAMMOTH BOOM, when attached to floating derrick, will handle 350 tons. The crane, valued at $3,000,000, will cost Navy only $100,000 when installed.

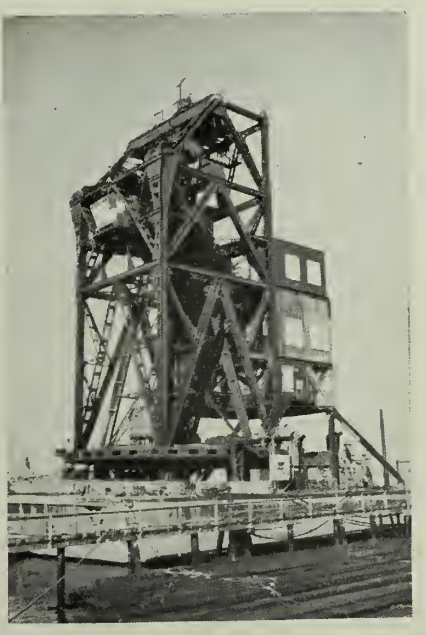
HUGE FLOATING CRANE ASSEMBLED

The Navy last month was completing assembly of one of the two biggest self-propelled, floating cranes in the world. The mammoth hoister was acquired by the Navy as a part of its share in the division of the German Navy.

The floating crane compares favorably with the Navy's biggest dryland installations. Its maximum heave is 350 tons, equal to the familiar hammerheads at Norfolk, Philadelphia and New York Navy Yards.

Assembly was proceeding at the Naval Shipyard, Terminal Island, San Pedro, Calif.

The Germans built four such cranes in the early days of the war. Ours is one of two captured by the British at Kiel, Germany. A third, which had been intended for Russia in the days when Germany and the Soviet were, diplomatically at least, on speaking terms, was found uncompleted at Kiel. The fourth was sunk at Hamburg.



BASE SECTION of Navy's new hoisting machine, one of two largest in the world. It was built by the Germans.

The Navy's newest weight-lifter is valued at about $3,000,000; she will have cost us a bargain-counter $100,000 by the time she hefts her first load.

Engineers describe the floating derrick as jib-type, of level-luffing construction. She displaces 5,000 tons and stands 375 feet at high boom. The pontoon is 205 feet long between perpendiculars, and 108.2 feet in beam. So wide is it, in fact, the Navy had to remove the pontoon bumpers to slip the structure through the Panama Canal en route to the West Coast.

Mean draft, unloaded, is 10.1 feet. Speed is 5.8 knots forward and 4.6 astern.

Suspended on 10-part lines are two 175-ton hooks and two 30-ton hooks, each pair operating singly or coupled for double loads. The 30-ton hooks and a 10-ton hook run on trolleys for quick handling of small loads. Hooks may be stored on the pontoon deck when not in use.

The crane can lift 350 tons 114 feet from the center of rotation, or 50 tons at 210 feet from center. A complete rotation can be made in 10 minutes; a load luffed in from 210 feet out on the boom to the center in seven minutes.

Power for propulsion and lifting is provided by three diesel generators, making a total of 2,400 kva (kilovolt amperes). There is an auxiliary 225 kva generator, and an emergency 14 kva generator. Diesels are housed in a single, centralized control room in the pontoon.

The crane is counter-weighted with 400 tons of concrete in the lower section of the three-story machinery house on the rear of the structure. A 200-ton movable counterweight rides the butt of the boom.

Operation is controlled from a driver's cab just below the butt of the boom, 100 feet above the water line. The crane has a complement of three officers and 20 men, with quarters, mess rooms, galley and stowage space in the pontoon.



COMMODORE BARRY receives United States Navy's Commission No. 1 from President Washington, 22 Feb 1797.

SAUCY JACK: IRISH YANK

THE AUTUMN OF 1783 was a time of peace in the liberated American colonies, not yet welded into the United States, and so the frigate *Alliance* swung at anchor off Philadelphia. There was no reason why Commodore Sweeney of the King's Navy should not pay a social call on Capt. John Barry in the *Alliance*. The commodore took his leave in friendly fashion, clasping Barry's hand.

"Adieu, my countryman," he said.

"Not exactly so," Barry shot back. "You, Commodore, are a Briton. I am an American"

They were both Irishmen, as Sweeney pointed out, and John Barry would be the last to deny it. On 10 March of that same year, when the *Alliance* engaged His Majesty's frigate *Sybil*, Barry answered the Britisher's hail:

"This is the United States ship *Alliance*, saucy Jack Barry, half Irishman, half Yankee; who are you?"

Saucy Jack phrased it beyond improvement. He was as Irish as a shillelagh and as American as damp derision of the umpire. He never forgot his ancestry; was always good for a touch if the supplicant had the proper lilt to his lingo. And, once he had seen America, Saucy Jack never returned to the Auld Sod; American he was and proved it with purse and patriotism.

Ireland had not yet recovered from the famine of 1739 when John Barry was born in 1745 in County Wexford, a son of impoverished respectability. At the age of 10 he shipped as cabin boy on a merchantman, driven by ambition and inspired by boyhood dreams. He fought his way to rating as ordinary, then able seaman, and finally a mate's billet.

In 1760 Barry first clapped eyes on the country of his adoption, sailing up the Delaware to Philadelphia. By 1766, when 21 years old, he had gained command of a ship. He rose steadily in his profession, accumulating enough money that he could invest in trade himself. The beginning of the American Revolution found him in command of ". . . the finest ship in the first Employ in America. . ."

She was the *Black Prince*, 200-ton merchantman with Philadelphia owners. Barry brought her back from exercised England to agitated America on 4 Oct 1775, took a cautious pilot at Cape Henlopen and docked at Philadelphia. Continental Congress promptly purchased the *Black Prince*, and "I," Barry said, "was employed by Congress to fitt for Sea the first fleet that sailed from Phila."

That was the least war-like task Barry performed in the fight for freedom.

On 14 Mar 1776 he took command of the brigantine *Lexington* "with a determined resolution of distressing the enemy as much as in my power." Barry looked capable of "distressing the enemy" with bare hands. He stood six feet four with a well-knit frame. At dawn on 28 March, as the tiny *Lexington* stood down the Delaware, Barry scanned the water with gray-brown eyes that glinted humorously under dark brows. They'd probably have shone as brightly had he known that, lurking off the Cape, was "one of the handsomest ships-of-war" in the British Navy, the 44-gun frigate *Roebuck*.

Barry and the *Lexington* eluded the *Roebuck* with an ease that borrowed of the *Lexington's* speed and Barry's knowledge of the bay. Abreast Cape Charles on 7 April Barry spoke the British sloop *Edward*. "What ship is that?" demanded the *Edward*. "The Continental brigantine *Lexington*," Barry replied and opened fire.

In an hour-long running fight the *Lexington* subdued her smaller foe. "I have the pleasure to acquaint you,"

Saucy Jack wrote the Marine Committee, "that all our people behaved with much courage . . . We shattered her in a terrible manner as you will see."

Meanwhile a harassed British commander in the *Roebuck* sought the *Lexington*. He chased Barry several times and, probably chasing his own shadow, thought he had on other occasions. On 4 May the *Lexington* headed back for Philadelphia and ran afoul the *Roebuck* with two other frigates, the *Liverpool* and *Fowey*. Two of them gave chase, but Barry lost them in the shallows. The *Roebuck* thundered one of her guns at the fleeing *Lexington* from desperation range. Barry grinned as the shot fell short. "We'll return the compliment. Give him a single shot."

And one of the *Lexington's* four-pounders yapped in derisive farewell.

When the *Lexington* put back to sea on 17 May, she was better armed and manned, due mainly to the enormous new popularity of Capt. Barry. He lost no time enhancing the reputation.

The *Liverpool* patrolled the Delaware capes in search of Barry, whose name was enough to set the British skipper dancing in frustrated rage. Barry took advantage of the British obsession on 26 May. Sailing the *Lexington* and her consorts, *Hornet* and *Reprisal*, toward Henlopen, Barry spied the *Liverpool* and hove to.

The *Liverpool*, cleared for action, bore down on the three small vessels, who waited calmly as if for battle. Barry coolly measured the distance and ordered sail made. He led the frigate, flying heedless of everything but the chase, into shoal water and stood by in anticipation. Saucy Jack swore exasperatedly as he saw the *Liverpool*, finally aware of her peril, shorten sail.

Barry was still cruising in the *Lexington* when word came to him of appointment as captain of the *Effingham*, a 28-gun frigate building at Philadelphia. But the *Effingham* never went to sea.

Relinquishing command of the *Lexington* at Philadelphia on 28 September, Barry saw the *Effingham* launched on 31 Oct 1776. Loafing in Philadelphia while the frigate fitted out held no delights for Barry. He cajoled a handful of privateersmen into marching with him to join General Washington's embattled forces.

Near the end of a bitter winter campaign Barry met Washington, who had a chore for the naval hero. He was to give safe conduct to a Hessian detachment with a surgeon and supplies for their wounded comrades, who were now in American hands.

With the completion of this task, Barry severed his connection with the Army after a month and a half of service. "What services I rendered," he later wrote, "is best Known to his Excellency & the Officers who then served under him."

Back in Philadelphia, Barry found the *Effingham* no nearer completion. He took time out to conduct a few courts-martial as senior captain in the port, and to marry Miss Sarah Austin. On 25 Sept 1777, hardly three months married, Saucy Jack was ordered to take his unfinished frigate and another, the *Washington*, up the Delaware to White Hill, N. J. A British army threatened momentarily to overrun Philadelphia.



LEXINGTON, with Barry in command, harassed the enemy, enraged British skippers. Here she engages sloop *Edward*, took her at end of hour-long fight.

At White Hill on 28 October, with Philadelphia in British hands, Barry was instructed to scuttle the vessel. Furiously, he confronted the Navy Board. Questioning the wisdom of sinking the frigate, he told Francis Hopkinson, "That's ridiculous. . . No boats could possibly board us. . ."

"I prefer to take General Washington's opinion sooner than yours," Hopkinson replied curtly.

"I don't doubt it," Barry retorted, "but I happen to know more about a ship than General Washington and the Navy Board together."

Nevertheless, both the *Effingham* and the *Washington* were sunk and Congress demanded that Barry apologize. He never did.

This wasn't the sort of quarrel that Barry relished, and he hastened to find something in his own line. Saucy Jack didn't even need a ship—all he required was an enemy and the Delaware River was alive with British.

With the approval of Washington and Congress, Barry loaded two barges with volunteer seaman and slipped past Philadelphia in early February of 1778. Several days later Barry found the kind of action he wanted. Shortly after noon of 7 March a lookout reported that two British transports, escorted by an armed schooner, were headed up river.

Gallant John Barry Won Commission No. 1 in New U.S. Navy as Reward for His Activities Against British in Revolution

Mustering 10 men in each of seven row boats, Barry held them out of sight until the transports were opposite. Then, at his command, the boats swept out in midstream and quickly overwhelmed both craft. One, armed with six four-pounders, resisted briefly.

Now Barry was prepared for the greater quarry—the schooner *Alert*.

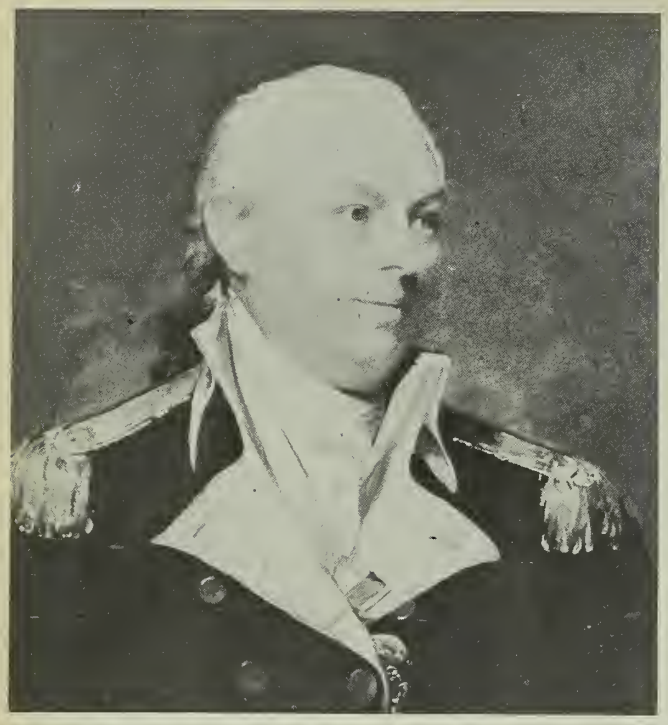
Megaphoning orders from deck of one of the captured transports, Barry advanced his boats toward the *Alert* and told his lieutenant how this thing could be accomplished. Not with "Currage allone," he explained afterwards, but with "a Grate dale of Art." The boats approached the schooner, which carried eight double-fortified four-pounders and 12 four-pound howitzers, under flag of truce.

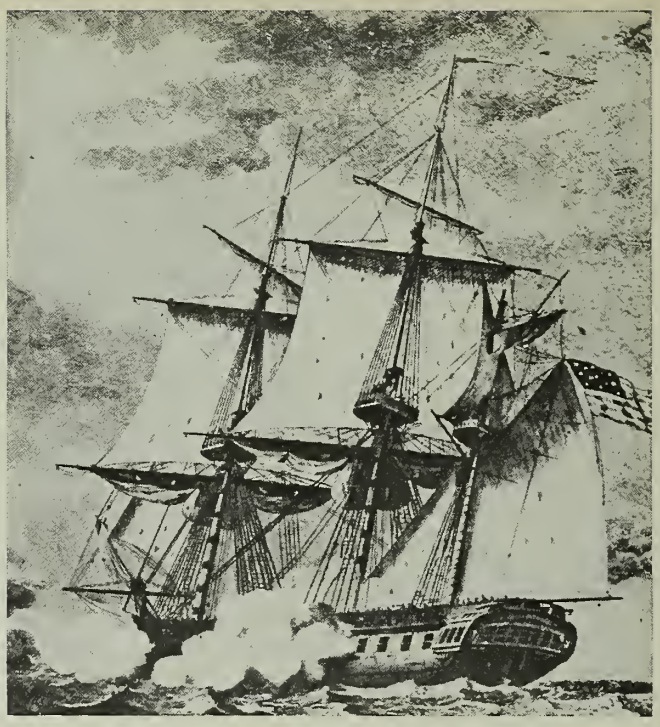
"Surrender at once," the officer told the schooner according to Barry's instructions, "or no quarter will be given."

They capitulated immediately, yielding the schooner, crew of 35, a company of artificers and three wives of British officers.

Pursuing British later forced Barry to abandon the *Alert*, bereft of cargo, personnel and guns—run aground at the river's edge. General Washington appreciated some delicacies Barry had removed from the schooner and told him so. "You will be pleased to accept of my thanks for the good things you were so polite as to send me, with my wishes that your suitable recompense may always attend your bravery."

Both British and Americans were quick to see Barry's value. A Tory emissary brought him a British offer of 20,000 pounds and command of a frigate, if he should abandon the





FIRST U. S. NAVY officer, first ship—Commodore Barry was the first officer of the 'new' United States Navy, following the Revolution. The frigate *United States* was the first warship of the 'present' U. S. Navy and Barry's flagship in the West Indies.

cause. He refused with typical vigor and on 24 June 1778 arrived in Boston to assume command of the frigate *Raleigh*.

Capt. Barry had not been to sea for two years, but this was to be the shortest cruise of his career. He got under way on 25 Sept 1778 with a brigantine and sloop in convoy. At high noon the first day out two British ships, the *Unicorn* and *Experiment*, came up astern. Barry signalled the convoy to follow his example and fled northward, making all the sail he could.

At 0900 the next day he found his pursuers with him again. The *Unicorn* came within range at 1800 and Barry gave battle. The *Raleigh's* foretop mast toppled under British fire, putting her at the *Unicorn's* mercy with the *Experiment* fast closing in.

Firing at the flash of enemy guns, Barry fought off the *Unicorn* until midnight and the arrival of the *Experiment*. Now, with their foe shattered, the British ships stood off and awaited dawn and easy conquest.

But Barry wasn't finished. He ran the *Raleigh* aground on a barren island, put ashore all the crew except a small group and laid a powder train to the ship's magazine. The captain evacuated survivors to the Maine shore, leaving the sailing master to fire the frigate. That worthy failed of the mission and the battered *Raleigh* fell into British hands.

A court of inquiry found Barry "honestly acquitted," while the Marine Committee was told "perhaps no ship was ever better defended."

February, 1781, found Capt. Barry in command of the *Alliance*, 36-gun frigate and the finest vessel left to the tiny American Navy. In the *Alliance* Barry carried Col. John Laurens and Thomas Paine to France and later, after the victory at Yorktown, took Lafayette home. Saucy Jack succeeded in sandwiching some stirring actions into these dull voyages.

Under way from the Newfoundland Banks to Boston, the *Alliance* fell in with two small British craft under circumstances as exasperating as a meal time fire drill. The strangers were sloops-of-war, the *Atalanta* and *Trepassey*. The *Atalanta* carried 16 six-pounders and the smaller *Trepassey* had 14 six-pounders.

They came upon the *Alliance* near dusk and, although neither was a match for the larger American, gave chase in a light breeze. At dawn the breeze died and left pursuers and pursued becalmed about three miles of mirror-smooth water apart.

Barry took skillful advantage of vagrant puffs of wind and narrowed the gap to hailing distance. "What ship is that?" he demanded of the nearest Britisher from a perch in the mizzen shrouds.

"The *Atalanta* sloop-of-war," was the reply, "in the service of his Britannic Majesty, Captain Edwards commanding. And you, Sir?"

"This is the Continental frigate *Alliance*, in the service of the American Congress, John Barry commanding. I would advise you, Captain Edwards, to haul down your colors."

"Thank you, Sir, perhaps I may—but not until after a trial."

Barry promptly opened with a broadside—but the British sloops did not intend to lie under the heavy guns of the *Alliance*. Breaking out sweeps, the light vessels rowed to positions astern of the *Alliance*—one under each quarter—and began to fight on their own terms.

From almost cuspidor range, the *Trepassey* and *Atalanta* raked the *Alliance* fore and aft with six-pound shot, grape and musket balls. "No part of our ship escaped the Fury of their Shott," Barry said. "We were very much shattered in our Rigin, Spars and Sails."

As the hot, breathless afternoon wore on, the *Alliance* answered the constant fire as best she could with the one or two after guns that would bear. Barry fell with a piece of grape shot in the shoulder and, weak with loss of blood, was taken below. Casualties were heavy and the *Alliance* seemed doomed.

When a chance shot carried away the colors, the British broke into premature cheers. A new ensign hastened aloft and the battle continued.

An agitated lieutenant scurried to the cockpit, where Barry's wounds were being dressed, and gasped, "I have to report the ship in frightful condition, Sir . . . Have I your permission to strike our colors?"

Barry bellowed in his rage. "No, Sir!" He struggled to his feet. "If the ship cannot be fought without me, I will be brought on deck. To your duty, Sir."

The captain's outburst invoked the breeze. Now it freshened and the *Alliance's* tattered canvas billowed. She swung slowly around until the starboard broadside bore upon the enemy.

Fourteen 12-pounders crashed. The *Trepassey* struck.

They thundered again. The *Atalanta* struck.

It was 1500, three hours since the

first shot. In his cabin Barry awaited the skipper of the *Atalanta*. He took the proferred sword and handed it back. "I return it to you, Sir," Barry said. "You have merited it, and your king ought to give you a better ship."

Back in Boston, where the overdue *Alliance* had been given up for lost, Barry and his ship received a gala greeting. Barry recapitulated losses for the Navy Board—five killed and 22 wounded in the *Alliance*, five killed and 15 wounded in the *Atalanta*, six killed and 10 wounded in the *Trepassey*.

During his sixth Atlantic crossing in the *Alliance*, Barry fought the final naval action of the Revolutionary War in March of 1783. He was convoying the 20-gun *Duc de Lauzun* from Havana to Philadelphia with 72,000 Spanish dollars in Continental funds.

Three days out of Havana two of His Majesty's frigates and a sloop-of-war, warned of the specie shipment by their spies in Cuba, charged the convoy under full press of sail. Unable to elude the British because of the dull-sailing *Duc de Lauzun*, Barry engaged the closest pursuer to protect the public money in the consort.

His foe was the *Sybil*, a 28-gun frigate. She swept down on the *Alliance*, blazing away with a bow gun, but Barry held his fire until the frigate was within pistol range. Then, at 1150 Saucy Jack passed the word. A smashing broadside carried away the *Sybil's* foretop mast. Subsequent shot brought down her main and foretop gallant studding sails.

After 40 minutes of close fighting, the *Sybil* sheered off—her consorts never had joined the battle—alarmed at the approach of a French ship-of-the-line, the 64-gun *Triton*. Barry surveyed his damage, found it slight and invited the Frenchman to help him chase the fleeing British threesome. The chase was unsuccessful, but the diversion allowed the *Duc de Lauzun* to slip away to safety.

That engagement ended Capt. Barry's fighting career at sea as well as the war for independence. Only three days after the *Alliance* dropped her hook off Newport, R. I., word reached America that a treaty of peace had been ratified.

Saucy Jack remained a battler and a seaman, however, until his death in 1803 at his Strawberry Hill estate near Philadelphia.

An ardent supporter of the newly-drafted Constitution, Barry was ringleader of a handful of men whose bold action resulted in Pennsylvania's ratification of the document. On 29 Sept 1787 the State Assembly—unable to round up a quorum—prepared to adjourn without calling a convention to ratify the Constitution.

Barry led the group of patriots to the lodgings of the key absentees. "You're wanted at the State House," Barry announced, "and we are here to honor you with an escort." They frog-marched the reluctant legislators to the Assembly and deposited them there.

When the United States again found a fighting naval force requisite to peace, President Washington called on Barry. On 5 June 1794, with six frigates building for the new U. S. Navy, Barry was appointed senior captain.

Washington issued Commission No. 1 to John Barry on 22 Feb 1797:

"I, George Washington, President of the United States, reposing special trust and confidence in your patriotism, valor, fidelity, and abilities . . . appoint you Captain in the Navy of the United States, and Commander of the Frigate called the *United States;* to take rank from the fourth day of June, one thousand seven hundred and ninety-four."

Thirty-thousand—almost the entire population of Philadelphia—turned out to see Barry command the *United States* at her launching. She was a fitting flagship for the Commodore, a courtesy title Barry carried until his death.

Together the *United States* and "gallant Barry," in the words of a contemporary opera, were "by all Columbia's sons ador'd."



BARRY, in the *Raleigh*, fought night battle with English ships, *Unicorn* and *Experiment*, ran his ship aground in attempt to save her from the enemy.

WAY BACK WHEN

Navy Musicians in the 1800s

"Music has its charms," so the old adage goes. However, the sweet strains that emanate from the present-day instruments and orchestras are a far cry from the days when bands and music were just subjects of idle talk among the men of the naval service.

The first recollection of a navy band was back in 1802 in the Italian port of Messina.



A group of musicians was invited to play aboard ship. That was the last they saw of the shore line for awhile! The sailors liked their music so much that they forgot to tell the musicians the ship was getting under way.

In 1812, the American frigate *United States* acquired an 8-piece band of French-Italian musicians who had enlisted aboard a French ship but were captured by the Portuguese and taken to Lisban. Here they signed on the British warship *Macedonian* which was captured by the Americans, and the band wound up playing "Yankee Doodle" on the decks of the famous American ship *United States*.

The first known Navy band was shipped aboard the *Constitution* in 1827, although William Raymond enlisted at Norfolk, Va., as a musician in 1820 and received 10 dollars per month for his efforts.

On 31 Aug 1826, John Page had his rating changed from seaman to Master of the Band, and on the following 1 September, William Tutan changed from ordinary seaman to musician. These events happened aboard the *Constellation*.

Drums have always been one of the mainstays aboard ship as far as music is concerned, but during a battle Capt. James Lawrence, deciding that drums did not make enough noise, used his bugler for making routine calls.

The smart gestures of the modern drum major were handed down to us by the seamen of the early days who would march along shouting and waving their arms to express their exuberance after a victory.

BOOKS: EXPLORATION AND SEA POWER TIMELY SUBJECTS

THE literary mercury appears to be just about as tall as the temperature of current news—approximately bulb-high on a tall thermometer. The public prints were still inked up over Navy explorations in Antarctica and Army exercises in the Arctic, when publishers hit the market with two volumes that leave Fahrenheit enough degrees to stock a Harvard faculty.

One of them, an unusually timely book, concerns exploration almost entirely. The other, a snow-clad novel, frostily details adventures in a clime where even pocket handkerchiefs should be fur-lined. Frigid ligidure, that is.

Navy book reviewers, marooned in the icy fastness of BuPers, blew on their fingers and found . . .

Early Explorers

● **" Great Adventures and Explorations;"** edited by Vilhjalmur Stefansson; Dial Press.

A Greek, Pytheas by name, won himself a reputation in 330 B. C. as a teller of tall tales on the basis of the first recorded Arctic exploration. Stefansson, explorer and writer who turns his hand to editing and commenting with this book, is inclined to believe Pytheas actually made the trip but doesn't think it important whether he did or not. If he didn't go himself, Stefansson points out, the account was so accurate Pytheas must have heard it in Scotland and thus the Scots investigated the Arctic many years before Columbus.

Stefansson's book includes the report of Pytheas as well as other voyages that have added to man's knowledge of the world he lives in. It is an outstanding collection, demonstrating Stefansson's talent as a historian as well as explorer.

His work uncovers a stirring Maori sea chanty that tells how these Polynesians sailed across the Pacific long before such a voyage occurred to Europeons. He analyzes a Chinese legend which seems to indicate that Chinese found America while Columbus was a gleam in history's eye.

Phoenicians circumnavigated Africa thousands of years earlier, but the Portuguese first proved to western peoples that life could exist below the equator. Original narratives, assembled by Stefansson, relate these trips and many more—those of Brendan, Erik the Red, Pizarro and Orellana in South America, Parry and Peary at the North Pole, Cook, Shackleton, Scott and Amundsen at the South Pole.



BITTER CHOICE of the principals in Freuchen's novel is life in prison or else to fight for survival in Greenland.

Life in Greenland

● **"White Man"** by Peter Freuchen; Rinehart and Company.

There is a touch of Conrad in this unusual story of men and women who choose a fighting chance of survival in a bitter, new world to rotting in prison. It is the story of Karen Bro and Peter Haseman, no ordinary members of a colony of criminals and derelicts sent by the Danes in the early eighteenth century to populate Greenland.

Peter, clever but unwise and in love with independent Karen, found his quick temper unsuited to army life. Tried for desertion, he is flogged and imprisoned. Despite Karen's aid his jailbreak attempt fails and both are sentenced to life. Their hopeless position is remedied when the king sees Peter save the life of another prisoner. They find themselves — married by Peter's conniving—among a group chosen for deportation.

Prison left its bitter stamp upon both, but in Greenland they win acceptance by the Eskimos, whose company they prefer to that of fellow deportees. Thus Peter Haseman, the feared and embittered ex-convict, becomes Peeta the Wizard among the Greenlanders.

Sea Power

● **"Statesmen and Sea Power"** by Admiral Sir Herbert Richmond; Oxford University Press.

Sir Herbert launches this book with a statement that war is not a matter for admirals and generals. Fleets and admirals, armies and generals are merely weapons in the hands of statesmen. The Admiral proceeds to set forth a broad outline of the manner in which Great Britain's statesmen have handled sea power from the Elizabethan period to the present.

Sea power, as defined by Sir Herbert, is that form of national strength which permits a nation to send armies and commerce across the waters and prevents an enemy from doing the same. Material elements of sea power, he explains, are fighting instruments able to overcome whatever resistance an enemy may make to the movement of troops and trade across the sea as well as close the ocean to him; positions from which fighting instruments can be maintained and from which they can readily reach the scene of operations, remaining for as long as needed; and transport equipment for carrying troops and trade.

Variety of Reading

In addition to the three books reviewed above, the following volumes also are being sent to ship and station libraries:

● **"The Magic of Numbers"** by Eric T. Bell; Whittlesey House.

For those curious about mathematics the story behind numbers is entertainingly told.

● **"Ole Miss"** by Nash Buckingham; G. P. Putnam's Sons.

More tales about wild fowl hunting and hunters by the author of *Tattered Coat* and *Game Bag.* Sportsmen will thrill to these accounts of a day when the Mississippi marshes teemed with wild geese and ducks.

● **"Stranger than Truth"** by Vera Gaspary; Random House, Inc.

Things begin to happen when John Ansell, new editor of *Truth in Crime,* stumbles on an unsolved mystery. It's another effective story with an original twist by the author of *Laura.*

● **"Not So Wild a Dream"** by Eric Sevareid; Alfred A. Knopf.

The CBS foreign commentator, in a highly personalized account, gives his reactions to life and war at home and abroad.

● **"New Guinea Headhunt"** by Caroline Mytinger; The Macmillan Company.

Two irrepressible females invaded New Guinea wilds, armed with a paint brush. Herewith their trials and triumphs.

● **"The Quarry"** by Mildred Walker; Harcourt, Brace & Company, Inc.

Lyman was a young boy when his brothers went off to war. He wanted in the fight when a brother was killed, but was turned down. In fact, all his life things don't quite come off as he wants, but he accepts fate and stays with family business. Setting? Vermont. Story? Better than average.

● **"Walls of Jericho"** by Paul Wellman; J. B. Lippincott Company.

Action and excitement in a novel of the early 1900s. The scene is Jericho, Kans., where a beautiful but scheming woman turns her husband against his best friend with serious consequences.

● **"Command Decision"** by William W. Haines; Little, Brown & Company.

Tense, dramatic yarn of an Air Forces commander who "sweats it out" when he sends his Fortresses over Germany to finish Operation Stitch.

'LOYALTY TO THE SERVICE'

Motto: "Do the duty that lies nearest thee."—Carlyle

Lee said, " 'Duty' is the sublimest word in the English language." This truth cannot be too strongly impressed upon the officers and men who now compose our navy. It should be the text of addresses, the note struck in season and out of season, the thread running through all writings, the base of all instruction. In our early years the idea of duty does not appeal with the force acquired by experience, for youth is slow to accept the sacrifice it so often involves, loath to agree to the suppression of self, reluctant to acknowledge another's authority without question. Then we do not see why our men, just when we are preparing to excel our neighbor, should be diverted to any other duty, even for the purpose of benefitting the men or the service. Service is not then spelled with a capital S. That comes later, along with that other truth that there are no little duties. The passing years teach us that seemingly little duties are always big with possibilities, with what they lead to, with the part they invariably play in the formation of character. Duty, we learn, does not admit of degrees of comparison. It is absolute.

The average age of the enlisted men who went on the battleship cruise around the world was 23. Seventy per cent of the line officers of the navy are under 30 years of age. Ours is a young navy with not only the many virtues but some of the faults of youth. Among the latter must be included proneness to emphasize the individual

Ambition for The Fleet, Submerging Desires for Personal Gain, Should Be Watchword of Those Who Would Make It Great

at the expense of the group; to overlook the fact that, unless the parts—the units—be subordinated as well as coordinated, that which should be the prize sought, the success of the organized whole, will be lost. In our proper and commendable eagerness to excel with the particular gun, ship, division, or squadron, there is a danger of forgetting that this ambition, to obtain its best effect, must have as an ultimate aim the efficiency, not of the unit but of the whole; not of the ship but of the fleet. This spirit, this broader outlook, should be the spirit of the service guiding every wearer of the uniform in all that he does, from the latest recruit to the commander-in-chief. Brilliant as were the exploits of Hull and Decatur they were far outweighed in importance and far-reaching effects by those of Perry and Macdonough. Single ship actions alone can never succeed in gaining that command of the sea without which no victory can be complete, no peace be secure.

If Landais had been impressed with this idea, and been animated by an ambition for the fleet, the task of John Paul Jones off Flamborough Head would have been easier, his exploit less costly. The only incident that marred the Battle of Lake Erie and the glory that followed it was the failure of Elliott to throw his whole energy to the support of Perry, a failure that nearly lost the battle. Napoleon's success in his early campaigns was due in great measure to the loyalty of his marshals, to their untiring devotion to the one idea, the grand strategy of the army, not the restricted movements of the division or corps, and it was not until Grouchy failed him that his downfall occurred, and Waterloo became a synonym for defeat. If the gallant Custer had confined his movement to a reconnaissance, as ordered, the expedition against Sitting Bull would not have ended in disaster for Custer the junior but in a victory for Terry the senior, and for the service. This same battle furnished the spectacle of a mistake within a mistake when Reno neglected to render prompt aid to his doomed leader. Rear Admiral Mann brought disgrace upon himself and grave danger to Jervis, when, disregarding his orders, he abandoned the latter in Corsica and sailed with his division for England. Bruce, in his *Life of Lee*, referring to the defeat of the Southern Army at Gettysburg, asserts that the most distressing feature after all was that it revealed Lee's entire lack of a lieutenant upon whom he could rely for the prompt and skillful execution of his plans.

History shows that a great majority of the important defeats were due to failure on the part of some one to measure up to the standard that forbids self-glorification, and demands devotion and loyalty to the service, singleness of purpose, forgetfulness of self.

A few years ago an article in the *Proceedings* related the story of a remarkable rescue at sea—a rescue due to the persistence with which the sergeant of the guard reported a cry for help. His report was ignored at first as absurd, an idea due to the conditions of place and weather, but was finally heeded and the search that followed resulted in the rescue of a man from a drifting spar. The sergeant's strict and thorough performance of duty in the face of discouragement, at a time, when, if ever, laxity might have been forgiven, was the result of early training that exacted unfailing attention during sixty minutes of the hour and faithful obedience of orders under all circumstances.

It would help if we could always have before us Earl St. Vincent's maxim, "The whole of discipline is contained in the one word 'Obedience'," that word to mean not only a carrying out of orders but loyalty to the spirit of authority, a ready and hearty compliance with the wishes of the senior, energy in "forwarding the general object to which the officer's particular command is contributing." It was Napoleon's belief that the soul of an army is an honest attachment of all its parts to their leader. A remembrance of this maxim as well as that of St. Vincent would check the loose talk and harsh criticism sometimes indulged in by officers, talk that is sure to be regretted in later years when they will be more inclined to obey the injunction of King Henry VI to

Now join your hands, and with your hands your hearts,
That no dissension hinder government.

Oldest Club Member

William W. Smith, of Washington, D. C., who made a round-the-world cruise on the Sloop of War *Swatara* before the Spanish-American War, is the oldest member of the Navy Club — and one of the club's newest members.

The 80-year-old Navy veteran, who was discharged in 1890, recently joined the Washington Chapter, Capital Ship. The day before he became affiliated with the Navy Club, the white-haired oldtimer was presented to SecNav James Forrestal and Fleet Admiral Chester W. Nimitz, CNO, in a ceremony at the Navy Department.



William W. Smith

"I wanted to see the world," Smith said in giving his reason for enlisting in the Navy in 1888.

A Timely Subject

Fleet Admiral Chester W. Nimitz, USN, CNO, has made available to the editors of ALL HANDS Magazine this article for the attention of all members of the naval service. The subject matter is as timely today as when it appeared originally in the Naval Institute Proceedings in 1915. The author was Rear Admiral (then Capt.) George R. Clark, USN, now deceased.



JOB CODES peg a man exactly for a job. The talker is a Coincidence Rangefinder Operator. The man with the gun is more than a gunner's mate. He's also a maintenance man. Under the code, specific jobs call for specific numbers.



SPOTTING

THE TIME is not far off when a commanding officer can request his enlisted personnel by rate and Navy job code as indicated on his command's personnel allowance. He'll get what he wants, too.

No longer will the skipper, when in need of a diesel propulsion engineer with auxiliary experience, request a MOMM1, then bow his head in prayer that the man he gets will be able to operate the Fairbanks-Morse (opposed piston) diesel on the ship.

Instead, under the Navy job coding system prepared by the Enlisted Classification Section of the Bureau of Naval Personnel and now effective throughout the Navy, the skipper will request a MOMM1, coded 35241, and he will get a man who "operates and performs operating maintenance on Fairbanks-Morse diesel engines used for ship's main propulsion," in the words of the code. This code, in brief, will classify every man in the Navy as to experience and ability.

Under the system, the commanding officer can be reasonably assured of receiving personnel qualified to perform the duties of the job for which they were requested. However, there is a hitch, and that is where the system becomes a matter of interest to every man in the Navy.

Just suppose the commanding officer of a heavy cruiser is in need of a gunner's mate for his 8-inch battery. There is no man on board qualified for this job. The skipper forwards a request to his fleet detailing authority for a GM2 coded 14413-23 (Gunnery Maintenance Man, 8-inch, 55 cal. turrets-Heavy Cruiser). Further assume that you are a GM2 with about a year's experience on .30 cal., .50 cal., and 20 mm machine guns and with a year and a half's experience with 5-inch 38 cal. mounts without automatic hoists, on a heavy cruiser. Through careless coding you have been assigned a code of 14413-23 instead of the code 14422-23 (don't let these numbers bore you—they're the peg on which hangs your active future in the Navy). You should have received the latter code in view of your experience.

So, having been assigned an inaccurate code you are liable for assignment to duty requiring experience and skill which you do not have. In this case it can readily be seen that you, as a GM2 (14413-23), could be assigned to this heavy cruiser requesting such a rate and code. You might be able to scrape through due to previous knowledge you had acquired on your last ship, but the chances are you would find yourself on a job which you knew nothing, or very little, about. A most uncomfortable situation at best.

This is the reason why each man should be aware of the code or codes assigned him. He should know its

THE RIGHT MAN IN RIGHT JOB

meaning, the job it covers and the procedure for requesting a change if he considers it inaccurate or not current.

If, after proper consideration, you feel that the Navy job code assigned you is inaccurate or is not current, it is strongly recommended that you request reconsideration of your code by your division officer. He is in an excellent position to evaluate your experience and skill as evidenced while you have worked in his division. He has access to the Manual of Navy Job Classification and can readily correct any inaccuracy that may exist, or can explain to you why the code you now carry is the correct one.

Accurate and current coding of all enlisted personnel will work to the advantage of every man concerned. As you attain new skills it will benefit you to see that you are coded to indicate that fact. Don't feel that the code presently assigned you is just a number. It represents a job and you are expected to be fully qualified for any Navy job identified by the job code assigned you.

Know your Navy job code title and number from memory. In this way you can readily determine its correctness when it is entered on any orders or correspondence concerning you by name. This will assure you of more accurate detailing to new duty or more intelligent consideration of requests for shore duty, school programs or change of present duty. Further, by knowing and understanding your Navy job code title and number, you will be in a position to evaluate your current qualifications in light of the code presently assigned and will be sufficiently informed to request a new number when you have acquired the necessary skill to do so.

This job classification business isn't something new to the Navy. It has grown more complex with the passage of the years but job classification is as old as the Navy itself. Back in the days of sail, about all the skippers had to worry about was a system designating enlisted men as apprentices, ordinary seamen, able seamen, boatswains, carpenters—plus some guys handy with guns and musket to repel boarders and, in turn, to doing a little boarding of their own.

When the USS *Fulton* was launched in 1815, as the first Navy steamer, and started the displacement of sailing ships, job classification for the service started getting more complex. The Navy started needing men who could stoke a boiler.

The transition from sail to steam was slow and the job classification system advanced at a like pace until World War II. The system remained fundamentally unchanged following World War I. The advance made in the field of naval aviation and radio necessitated some expansion in the rating structure but no change was made in the method of classifying enlisted Navy jobs.

The unprecedented expansion from approximately 75,000 men in 1938 to roughly 3,500,000 in 1943 soon revealed the inadequacy of the rating structure as it then existed.

Early in 1943 the Enlisted Classification Section (Billet Analysis) of BuPers began an extensive analysis of all Navy jobs. This analysis was necessary to provide information to assign a definite title and numerical code to each of more than 800 Navy jobs. The code had been found to be the only means whereby sufficient flexibility and complete identification could be obtained within the Enlisted Navy Job Classification System.

In June 1945, the job analysis had been completed to a degree that permitted the issuance of a preliminary draft of the Navy Job Classification Manual.

The Manual of Enlisted Navy Job Classification (NavPers 15105) was issued to the service on 15 Jan 1946. BuPers Circ. Ltr. 364-45 established its use and the present enlisted job classification system was then in effect on a Navy-wide basis.

The manual provides a workbook from which the assignment of a standard title and five-digit numerical code to each enlisted man in the Navy is made. It lists all major jobs found on ships and stations throughout the naval establishment. Through the assignment of these titles and codes a more refined detailing of enlisted personnel in terms of individual skills and the requirements of jobs to be filled is being realized.

Under this system every enlisted man is assigned a title and code indicative of the Navy job he is best qualified to perform. The code numbers, together with the man's rating, positively identifies him with relation to the job skill he possesses.

There are four basic elements to this phase of the system:

• NAVY JOB DEFINITION. Accompanying each job listed in the Manual of Enlisted Navy Job Classification is a brief definition of the job. This definition is not a complete analysis of all tasks involved. Rather it is intended to indicate those significant aspects of each job which make it different from all others.

• NAVY JOB TITLE. Each job definition carries a job title which identifies the particular job definition from any other.

• NAVY JOB CODE. Accompanying each Job Definition and Job Title is the Job Code for that particular job. This numerical code of five digits is the final identifying symbol and is to be used in orders, service records and correspondence concerning enlisted men by name.

• SERVICE TYPE CODE. This two-digit code accompanies the Job Code to identify the major ship or shore station type where the man acquired the skill indicated by the Navy Job Code assigned him.

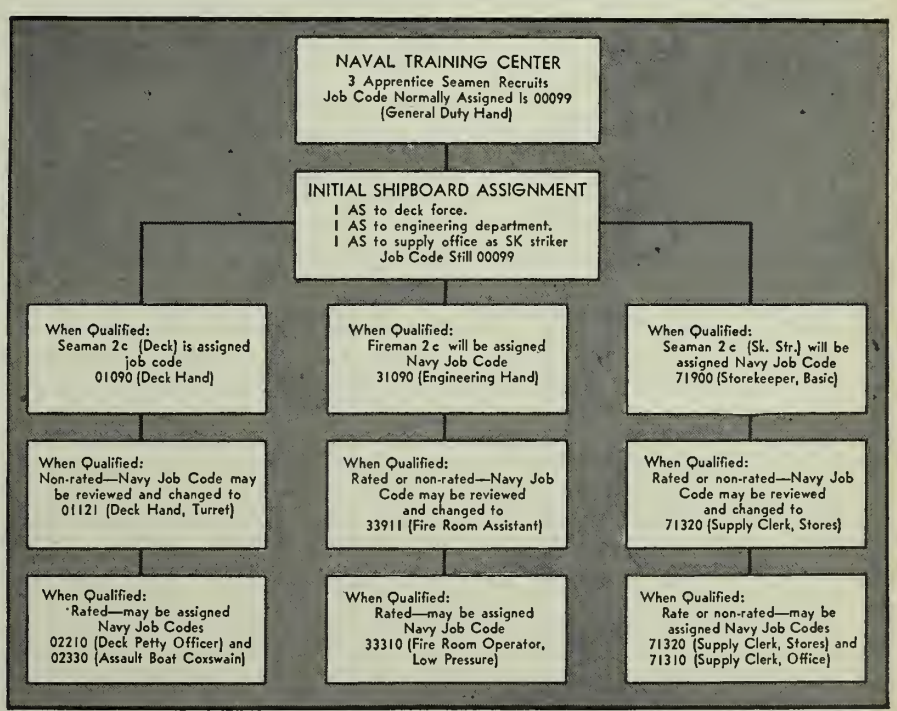


CHART SHOWS progress of man from training center to experienced specialist ratings. Job, qualification, code number and classification are listed.

LETTERS
TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Accrued Leave

SIR: When computing accrued leave, is reenlistment leave taken before 31 Aug 1946 subtracted from the total?—R.E.S., AETM1, USN.

• *Yes.*—ED.

Minority Enlistments

SIR: Is a minority enlistment for retirement purposes computed as four full years in the case of an officer having active enlisted service who retires with 20 years active service, 10 of which is active commissioned service?—J.H.S., Lt.(jg), USN.

• *No. A minority enlistment may be counted as four full years for pay purposes and transfer to the Fleet Reserve, but not for placement on the retired list as an officer.*—ED.

More About Terminal Leave

SIR: I am in USNR-V6 and have signed over until 30 June 1947. At that time I will have 49 days leave credit. (1) If I do not take any more leave, will I be placed on terminal leave 49 days prior to 1 July? (2) May I start college at my home town during my terminal leave? (3) Would I be considered to be on inactive duty?—F.J.F., AETM3, USNR.

• *(1) Yes. (2) Yes. (3) No. You will not be on inactive duty until expiration of your terminal leave.*—ED.

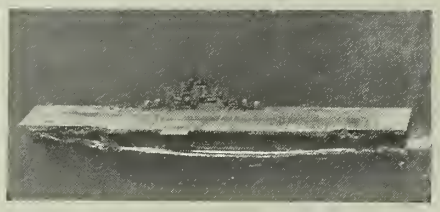
No Time Waiver

SIR: I served as CPHOM for 15 months. I was discharged 7 Oct 1945 and reenlisted as PHOM1 on 28 June 1946. The command to which I am now assigned has a billet for a CPHOM and I am doing duties of a CPO. My CO is agreeable to recommending me for CPO if there is any way my broken service time can be waived. In view of my record as a CPO and since I am doing the job of a CPO, is it possible to waive this time?—C. C. V., PHOM1, USN.

• *No. After due consideration of all factors involved, the present advancement in rating instructions were issued. Prior service in present pay grade may not be counted if interrupted by discharge and where personnel did not enlist or reenlist in the Navy within a period of ninety (90) days. Furthermore, personnel who reenlisted or reenlisted in a rate lower than that in which discharged are required to fulfill once again the service-in-pay-grade requirements for succeeding advancements in rating. BuPers Circ. Ltr. 191-46 (NDB, 31 August) was promulgated not to penalize broken-service personnel but to protect continuous-service benefits. Since 1 October, broken-service enlistments or reenlistments have been prohibited in pay grades higher than pay grade 5.*—ED.

SIR: Does a CPO with acting appointment have to serve 12 months sea duty to be eligible for change of status to pay grade one?—G. E. R., CQM, USN.

• *Yes, certain classes and rating groups excepted. Refer to BuPers Circ. Ltr. 191-46 (NDB, 31 August), with regard to paragraph 1* of enclosure A. See* ALL HANDS, *October 1946, p. 52.*—ED.



USS BUNKER HILL—Her citation will be entered in the service records of eligible personnel.

Bunker Hill Citation

SIR: I noticed that the USS *Bunker Hill* (CV 17) has been awarded the Presidential Unit Citation. I served aboard the *Bunker Hill* from July 1943 to May 1944. (1) Do I rate this citation? (2) If so, how do I get it entered on my service record?—G. H. B., PHM1, USN.

• *(1) Yes. (2) BuPers forwards the award to eligible personnel via their COs, directing COs to make entry in their service records. A copy of the forwarding letter is placed in the jackets in the Bureau.*—ED.

One Standard for All

SIR: Must a man on a minority cruise serve more than 18 months sea duty? I have heard that such a man, once he has served 18 months sea duty, is entitled to a leave and then duty in the States until he is discharged.—G. L. M., S1, USN.

• *You heard wrong, mate. A man serving on a minority enlistment is subject to assignment wherever his services are required, the same as all personnel.*—ED.

Medals in Miniature

SIR: Is it proper to wear miniatures of service ribbons with civilian clothes?—D.H.B., Lt. Cmdr., USNR (inactive).

• *Enameled lapel buttons are issued by the Navy Department with all decorations except the Medal of Honor. Changes in Uniform Regs are contemplated to provide for the wearing of such devices on civilian clothes.*—ED.

No Transfer to Marines

SIR: Can I transfer from the Navy to the Marine Corps?—O.C., S2, USN.

• *No. You would have to be discharged from the Navy and then enlist in the Marine Corps.*—ED.

Broken Service and Leave Credit

SIR: I reenlisted in the regular Navy as SK1 on 8 Aug 1946. Because I had broken service, I was told I must submit a claim for bonds and/or cash for the full 64 days leave credit I had when I was discharged from the Reserve. I am of the opinion that this is not according to BuPers instructions, which state that *any* man on active duty in the armed forces as of 1 Sept 1946 will submit a claim for payment in bonds and/or cash only for the number of days in excess of 60, and the first 60 days will be credited as leave to be taken.—J.W.F., SK1, USN.

• *You're right, Stores.*—ED.

More on 'Dit-Dah'

SIR: May I be of assistance in your challenge from W.G., Cdr., USN, (ALL HANDS, December 1946, p. 31) who says, "And I defy you to find one single, lonely voice among those who actually have to operate the equipment who will defend radio teletype!"

This single, lonely voice says radio teletype is the greatest invention re communications since the telegraph replaced smoke signals. And where would W.G.'s "dit-dah lovers" be if no one had accepted the telegraph, which must have looked pretty radical in its day? Also, the hams I have seen and talked to would try building anything pertaining to radio, so why not their own teletype?

I'm in hopes it won't be too long before radio teletype will be adapted to aircraft use, at least in planes larger than two-seaters.—M. M. M., ARM1, USN.

• — —• —••— —ED.

You Can't Buy Out

SIR: Is it possible for a man to purchase his discharge from the naval service after one year of active duty?—L.J., Y3, USN.

• *No. The practice of discharge by purchase was discontinued by the Navy in August 1916 and none has been granted since. In lieu of discharge by purchase, discharge is granted at no cost to the man or his family when existing conditions such as family hardship or dependency are of such nature as to justify the man's release.*—Ed.

Beware of Ribbon Clerks

SIR: On returning from overseas last summer, I purchased a ribbon which was supposed to be the China Service Ribbon, to be worn by personnel who have served 30 days in China or Chinese waters. Now I have been told there isn't any such ribbon, and I would like to know if there is such a ribbon and, if so, what are the requirements for wearing it?—J. T. K., Ens. USNR.

• *There has been no ribbon, other than the ribbon of the Asiatic-Pacific Area Campaign Medal, authorized for service in China subsequent to 7 Sept 1939.*—ED.

Souvenir Books

On receipt of official request, notices will be printed in this space announcing publication of souvenir books by ships, stations or other naval commands.

• USS New Jersey *(BB 62). Address: The Chaplain,* USS *New Jersey (BB 62), c/o FPO, San Francisco, Calif. Now available; $1 per copy.*

• USS Houston *(CL 81). Address: Circulation Manager, Cruise Log,* USS Houston *(CL 81), c/o FPO, New York City, N. Y. Souvenir Book covering* Houston's *European cruise in 1946 to be published in April; $4 per copy.*

• USS Lexington *(CV 16). Address: The Standard Lithograph Co., 1409 W. 11th St., Los Angeles 15, Calif. Copies now available; $4 each.*

• USS Marquette *(AKA 95). Address: Custodian of Recreation Fund,* USS Marquette *(AKA 95), c/o FPO, New York City, N. Y. Now available; $3 per copy.*

• *70th Naval Construction Battalion. Address: Army & Navy Publishing Co., Baton Rouge, La. Copies will be sent to battalion members who subscribed at the original price of $1 per copy. Those who subscribed, but whose home addresses have changed since the battalion was inactivated, should submit change of address to the publishing company. Additional copies available to others at $4.65 each.*

Aviators' Bonus

SIR: Paragraph (b) of Alnav 455-46 stated that officers recalled to active duty were entitled to repayment of A-V(N) lump sum bonus if they had been checked for same originally upon recall. Reserve aviators transferring to USN under BuPers Circ. Ltr. 288-45 would then receive this bonus if they had been on inactive duty while awaiting approval of their transfer request. Has any ruling been made to allow the collecting of this bonus by those aviators who remained on active duty while awaiting transfer?—L. F. C., Lt., USN.

• *No.*—ED.

Caliber, NOT mm.

SIR: I would like to correct one of your answers to "Quiz Aweigh" in ALL HANDS, November 1946. The standard armament of a PB4Y-2 is 12 .50 *caliber* (not, as you said, 50 mm.) machine guns mounted in six twin turrets.—J. P. M., Ens., USNR.

• *Go to the head of the class, ensign.*—ED.

Rates in the Reserve

SIR: I was discharged 31 Aug 1945 as SK1. If I were to enlist in the Naval Reserve, would I be able to retain my rate that I held at the time of my discharge?—C.M.R., ex-SK1.

• *Yes. For full information inquire at the nearest Naval Recruiting Station.*—ED.

Credit for ATR 31

SIR: In the article "Tugs O' War" (ALL HANDS, November 1946, p. 14) you described the rescue of USS *Lamson* (DD 367) during the Ormoc Bay landing 7 Dec. 1944, and attributed it to ATR 32. I was CO of ATR 31, which performed the rescue mission you referred to. I request a correction be printed in ALL HANDS.—M.A.H., Lt., USN.

YP 348 and Cabrillo

SIR: Can you tell me the commissioning and decommissioning dates of the YP 348. A friend of mine, also a Navy man, claims that the ship was never commissioned in the Navy. Did it have a name?—C.L.H., ex-USN.

• *The YP 348 was commissioned 9 Apr 1942 and decommissioned 8 July 1946. During her commission she was known as* USS Cabrillo.—ED.

'Many Thanks'

SIR: I expect the Navy's bureaus receive thousands of letters every day. And I'll bet they're all claims, special requests and complaints. This is a fan letter.

During my six-year hitch and tour in SoWesPac I guess I did my share of cussing the "goldbraid" in Washington; I felt a little cynical about the speeches and the congratulations and the promises of privileges for vets.

Yesterday I received my leave bond. Right now I want to take time out to say thanks. It seems the GI Bill of Rights and its promises are being kept. When I returned to civilian life—there was a place for my wife and me to live. Then the mustering out pay—when I really needed it. A chance for a free education. An outpatient hospital service and dental treatment, free of charge. Between my working shifts in resort hotels, Uncle Sam was right there again with 20-a-week to help out. Now a nice little nest egg in the form of the best security I know—a government bond.

These are some of the things I took advantage of, and for which I'm grateful. To my government, my people, and to the officers and employes of the Navy and the Administration, many thanks.—C.W.K., ex-CRM.



USS OMAHA—She took part in capture of ship with valuable cargo.



USS SOMERS—Her crew may share in salvage bounty.

Salvage Money

SIR: In August or September of 1941 I was serving aboard USS *Omaha* when it captured the German ship *Odenwald* with a cargo of $3,000,000 in rubber tires. The captain told us that the ship and cargo would be sold and the money divided among our crew. Can you give me any information on this?—W.H.W., ST1, USN.

Sir: I served aboard USS *Omaha* on 11 Oct 1941 when we salvaged the German motor ship *Odenwald,* disguised as the *Wilmoto* from Philadelphia. We captured the ship and 69 German prisoners. There were 45 of us in the crew and all but seven received the next highest rate for helping salvage the ship. The other seven received letters of commendation from SecNav. Am I authorized to wear the letter of commendation ribbon?—R.W.W., CBM, USN.

• *You salts both refer to an incident in the Atlantic 5 Nov 1941 when* USS Omaha *(Cl 4) and* USS Somers *(DD 381) sighted a ship identified as the* Odenwald. *A boarding party was called away and the German crew immediately abandoned their ship. Survivors were picked up and the* Odenwald *was taken to San Juan, Puerto Rico.*

Under an act of 3 Mar 1899, prize money was abolished for the U.S. Navy. But the Odenwald *was abandoned when the boarding party arrived and the operation became one of salvage, and under the unusual circumstances of the case the crews of both U.S. ships may share in a salvage award. When the litigation is concluded the crews then aboard* Omaha *and* Somers *will be informed of the court's decision.*

As for the chief's question: No, you don't rate the commendation ribbon for the letter you speak of. Alnav 11-44 (NDB, Jan-June 1944) states in part, "All personnel of the Navy, Marine Corps, and Coast Guard who have received an individual letter of commendation signed by the SecNav, the Commander in Chief, U.S. Fleet, Commander in Chief, U.S. Pacific Fleet, or the Commander in Chief, U.S. Atlantic Fleet, for an act of heroism or service performed between 6 Dec 1941 and this date are hereby authorized to wear the Commendation Ribbon. All personnel of the above services who shall hereafter receive such a letter of commendation signed by the Secretary of the Navy or one of the above named Commanders in Chief are authorized to wear the Commendation Ribbon provided such letter contains in the text such authorization signifying the desire of the issuing officer to accord this privilege."

Since your letter of commendation was presented prior to 6 Dec 1941, you are ineligible to wear the ribbon.—ED.



ODENWALD—Stern view of German ship shows American flag and false name.

You Pay Her Way

SIR: Does a man who gets married rate travel allowance for his wife from place of marriage to his home port or duty station?—J. A. F., BM2, USN.

• *No.*—ED.

Ensign Rank in CEC

SIR: Has legislation been passed authorizing the rank of ensign in the Civil Engineering Corps of the regular Navy?—R.F.S., Ens., USNR.

• *Yes. Public Law 399, 79th Congress, passed on 8 June 1946, authorized the rank of ensign for CEC of the regular Navy.*—ED.

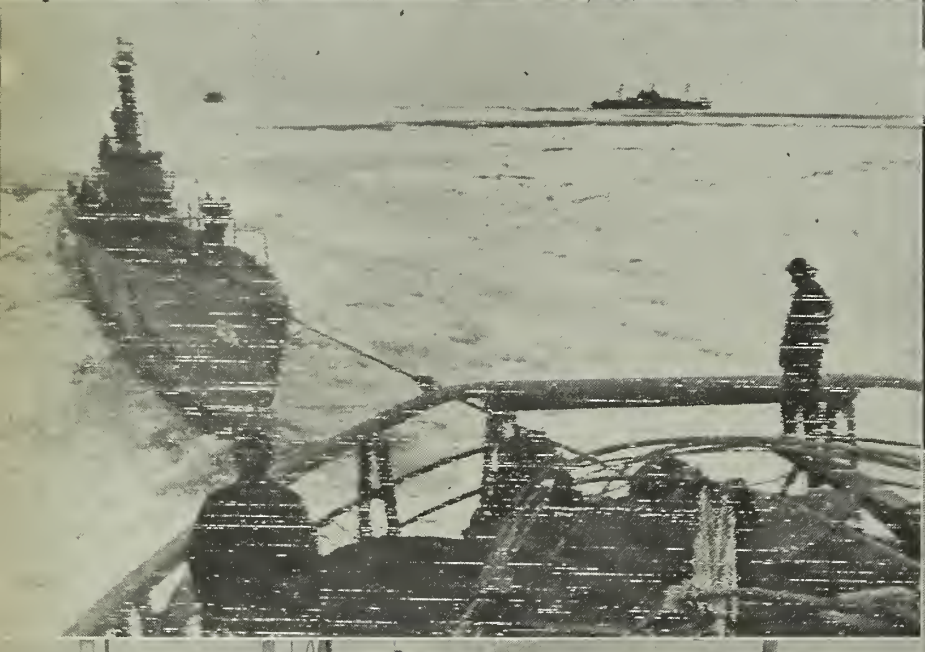
Marine Corps Pride

SIR: The task force for Operation CROSSROADS was called the Joint Army-Navy Task Force. In my opinion, it should have been called the Joint Army-Navy-Marine Corps Task Force. Have they forgotten that the Marine Corps was also represented at the atomic bomb tests?—A.J.G., Pfc., USMC.

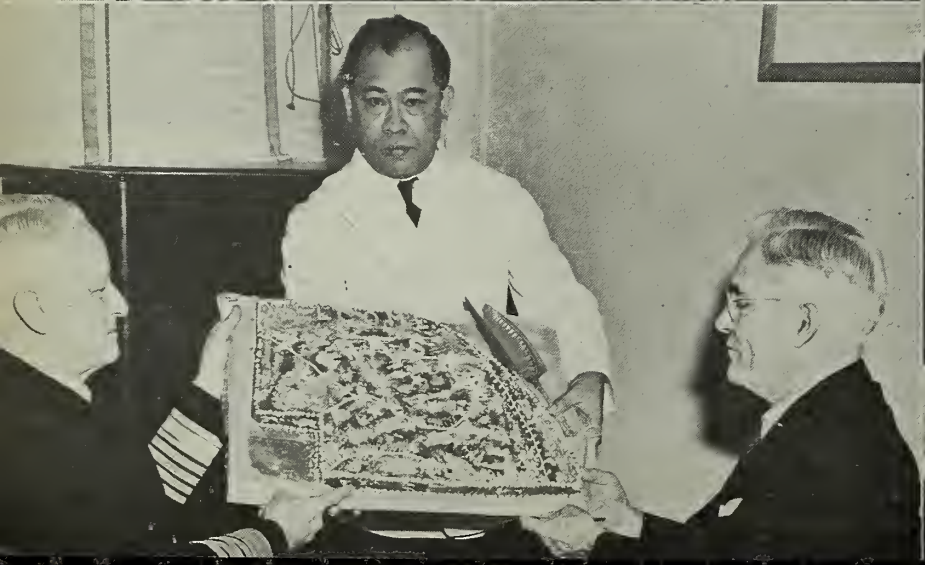
• *The Marine Corps has earned the respect and the pride of the nation, and has established undeniable identity as a crack military unit. However, the Corps is an arm of the naval service, and is so considered for purposes of over-all administration and for purposes of organization (such as joint task force organization).* —ED.







FLAG is hauled down aboard "Battles
Reserve. Below: Henry Doll, who sai
on 99th birthday from Rear Admiral
Jean Black, 2, talks with Chief Aviatio
helicopter pilot who directed search
Lt. Cdr. Lloyd Newcomer, at NAS, L
is towed to safety in Antarctic pac
Nimitz and Senator Hugh Butler ins
in which Admiral Nimitz became an





TODAY'S NAVY



X" (above) placed in Atlantic with Farragut, receives cake S. Riggs. Upper left: Barbara ilot Mallory D. Kembro (right), en she became lost, and with hurst. Left center: USS *Sennet* ce. Lower left: Fleet Admiral t cake, following ceremonies iral of the "Nebraska Navy."



MANY CHANGES ANNOUNCED IN TOP FLEET COMMANDS, FLAG RANK DUTY

Sprague to Head BuPers

The Navy's two top fleet commands —CincPacFlt and CincLanFlt—were shaken up last month, along with a host of other changes of duty in the flag rank. The Pacific change had been long anticipated; the change in the Atlantic came suddenly, as an aftermath of the death of beloved Admiral Marc A. Mitscher (see p. 34).

Admiral Louis E. Denfeld was ordered to assume duties as Commander in Chief, Pacific Fleet and Commander in Chief, Pacific, about 1 March, relieving Admiral John H. Towers, who was to report to SecNav for duty as Chairman of the General Board (see p. 34), relieving Vice Admiral Frank J. Fletcher, who is retiring.

Vice Admiral W. H. P. Blandy assumed duty as Commander in Chief, Atlantic Fleet, immediately upon the death of Admiral Mitscher, who was CincLantFlt. Vice Admiral Blandy was expected to be succeeded in his former position as Commander, Second Task Fleet, by Vice Admiral Arthur W. Radford. Vice Admiral Radford, in turn, was expected to be succeeded in his former position as DCNO (Air) by Vice Admiral Donald B. Duncan, who had assumed duty a few days previously as Deputy CincPacFlt and Chief of Staff to CincPacFlt.

Vice Admiral William M. Fechteler was ordered to relieve Admiral Denfeld as DCNO (Personnel), and Rear Admiral Thomas L. Sprague was ordered to relieve Admiral Denfeld as Chief of Naval Personnel. Vice Admiral Fechteler was relieved by Vice Admiral Lynde D. McCormick as ComBatCruLant. Rear Admiral Sprague was formerly Deputy Chief of Naval Personnel. Vice Admiral McCormick was Deputy CincPacFlt, and had been relieved by Rear Admiral Duncan.

Admiral Henry K. Hewitt was ordered detached from the staff of the Naval War College about 1 March, to report for duty about 1 April as a member of the United Nations Military Staff Committee, relieving Admiral Richmond K. Turner, who is retiring.

Admiral Richard S. Edwards was to be relieved 28 February as ComWesSeaFron by Vice Admiral Jesse B. Olendorf, who was ComII. Admiral Edwards is retiring. Vice Admiral Oscar C. Badger, who was ComServPac, was ordered to duty as ComII.

Vice Admiral Aubrey W. Fitch was relieved as Superintendent of the Naval Academy by Rear Admiral James L. Holloway, who was formerly Assistant Chief of Naval Personnel (Operations). Vice Admiral Fitch reported to UnderSecNav for duty.

Rear Admiral William K. Phillips was ordered from duty as ComCruDiv15 to duty as ComDesLant, relieving Rear Admiral Frank E. Beatty, who was ordered to duty as commanding officer of the Naval Ordnance Laboratory, White Oak, Md.

Rear Admiral John Perry was ordered to duty as ComCarDiv3 from duty as ComCarDiv4. Rear Admiral Alfred M. Pride was ordered to duty as ComCarDiv4 from duty as ComCarDiv6.

Rear Admiral George C. Crawford was transferred from duty as CO, USS *Chicago*, to duty as ComCruDiv13.

Rear Admiral John C. Adams (MC) was detached from BuMed and ordered to duty as medical officer, Com5. Rear Admiral Carlton L. Andrus (MC) was detached from BuMed and ordered to duty as Medical Officer in

LAST APRIL



USS Boston, last of the ABCD cruisers, Atlanta, Boston, Chicago and Dolphin of the "New Navy" of 1883, was set ablaze and sunk by gunfire off the Golden Gate; four fleet admirals were confirmed by the U. S. Senate.

APRIL 1947

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13	14	15	16	17	18	19
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Vice Admiral
Oscar C. Badger



Vice Admiral
W. H. P. Blandy



Admiral
Louis E. Denfeld



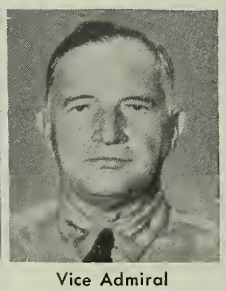
Admiral
Richard S. Edwards



Vice Admiral
William Fechteler



Vice Admiral
Ross T. McIntire



Vice Admiral
Jesse B. Oldendorf



Rear Admiral
Thomas L. Sprague

Command, Naval Medical Center, Guam.

Commodore Andrew I. McKee was detached as commandant, Philadelphia Naval Shipyard, and is awaiting retirement.

Vice Admiral Ross T. McIntire (MC) was expected to retire soon. Vice Admiral McIntire was appointed Chief of BuMed in 1938; he served as physician in the White House from 1935 until President Truman took office. More recently, Vice Admiral McIntire has been on duty in the office of SecNav.

Other recent flag orders included assignment to Rear Admiral Donald B. Beary, Com12, of additional duty as Commander, Naval Base, San Francisco. Rear Admiral Mahlon S. Tisdale, who was Commander, Naval Base, San Francisco, was ordered to duty as Commander, Mare Island Sub-Area—(a division of the Naval Base). The orders reflected a reorganization of the naval establishment in the San Francisco area.

Vice Admiral Robert M Griffin, who was ComNavJap, was ordered to assume command of Naval Forces, Far East, reflecting an extension of his command.

Recent confirmations of flag appointments by the Senate included the following:

Rear Admiral Sprague as Chief of Naval Personnel.

Vice Admiral Earle W. Mills as Chief of the Bureau of Ships.

Rear Admiral Paul F. Lee as Chief of Naval Research.

Rear Admiral William S. Parsons as Director of Atomic Defense.

Rear Admiral Clifford A. Swanson as Surgeon General and Chief of BuMed.

Rear Admiral Herbert L. Pugh as Assistant Chief of BuMed.

Commodore Ernest M. Eller as Director of Public Information.

Commodore Richard P. Glass as Director of Civil Relations.

Admirals Denfeld and Richard L. Conolly as admirals for temporary service. (The confirmation, made prior to the death of Admiral Mitscher, also included his name as an admiral for temporary service.)

Vice Admirals Edward L. Cochrane, John L McCrea, Fechteler and McIntire in that rank for temporary service.

Heads General Board

Admiral John H. Towers, USN, who is being relieved as CincPacFlt, has been ordered to Washington to head the Navy General Board, senior advisory body to the Secretary. His appointment was seen as a reemphasis of the importance of the board.

Admiral Towers relieves Vice Admiral Frank J. Fletcher, USN, former board chairman, who is retiring.



Admiral
Jahn H. Towers

Three other members currently are assigned to the board in addition to Admiral Towers. They are Vice Admiral Charles H. McMorris, USN; Vice Admiral P. N. L. Bellinger, USN; and Rear Admiral Robert W. Hayler, USN.

It was expected additional members would be added to the General Board as its duties increase. The Board sits as an advisor to SecNav, particularly on matters of high policy requiring long study by men of great experience. The Board has no administrative functions.

Admiral Mitscher Dies

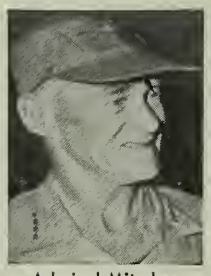
Admiral Marc A. Mitscher, USN, famed wartime commander of Task Force 58, died of a heart ailment at Norfolk Naval Hospital on 3 February. He had been admitted to the hospital a week earlier after he had suffered a heart attack.

Admiral Mitscher was CincLantFlt at time of his death. His post was immediately assumed by Vice Admiral W. H. P. Blandy, USN.

Admiral Mitscher first made news in World War II when he skippered USS *Hornet*, the "Shangri-La" from which Lt. Gen. James Doolittle's Army bombers were launched against Japan's home cities. He later commanded Allied Air Forces in the Solomons.

Admiral Mitscher led "58" against the enemy in strikes from Truk to Guam, through the Marshalls and the Marianas to Iwo and Okinawa. In one period, 10 June to 3 July 1944, his force destroyed 767 Japanese aircraft and sank 32 enemy ships. He collected three DSMs and two Navy Crosses for his efforts.

He became known to the U. S. public, hungry for news of victory, as the grizzled little sea dog in the baseball cap who made that news for them. He was usually pictured seated on his favorite perch, a high swivel chair on a carrier's flag bridge. He generally was swiveled around, facing aft. "Only a damn' fool would sit facing the wind," he said.



Admiral Mitscher

And while he became a symbol of U. S. naval leadership to the American people, he became known in the Fleet as a skilled tactician, a great airman and a commander whose sympathies were with his men.

Admiral Mitscher was 60 years old when he died.

'Devotion to Duty'

The following tribute was paid by SecNav James Forrestal on the death of Admiral Marc A. Mitscher, USN:

"Admiral Mitscher gave an example of selfless devotion to duty, of resolute courage and of high patriotism which exemplified the best of what is meant by the 'tradition of the Naval Service.'

"The record of Task Force 58, the place he occupies in the hearts of those who served under him, officers and men, are firmer bases of tribute than any that words could frame.

"The United States Navy, with sorrow and pride, sends its deep sympathy to Mrs. Marc A. Mitscher."

Antarctic Discoveries

In the wake of a howling blizzard which seriously hampered operations and consumed valuable time, the Navy's Antarctic Expedition last month pushed its schedule of aerial exploration into the vast South Polar unknown in an attempt to solve one of the world's great mysteries.

Before the end of Antarctic summer forced homeward withdrawal of the force (probably early this month), the expedition hoped to make what is considered "the most important geographical discovery remaining in the world."

That discovery would come with the answer to a long-standing question: "Is Antarctica a single continent, or two great islands split by a frozen isthmus under the ice cap which covers the huge land mass?"

Navy PBM flying boats found unsuspected mountain ranges, bays and islands as they mapped 125,000 square miles of continent and 2,500 miles of coastline. The following important discoveries by the present expedition were listed by Rear Admiral Richard E. Byrd, USN (Ret), who has technical control of the gigantic operation:

- A 9,600-foot high plateau inland from the Adelie coast on the continent's western side, which may prove to be the edge of the world's highest plateau.
- A 21,600-square-mile bay in the southeastern part of the Roosevelt Sea—in an area where mountains previously were charted.
- Three bays in Wilkes Land, on the western side of the continent, some 20 islands, and three peninsulas.
- Eight mountain ranges, three or four mountain groups, and several single peaks. One peak, 15,000 feet high, loftier than any in the continental U.S., temporarily has been named Mount X-Ray.

Mount Ruth Siple, also 15,000 feet high, was found to be situated 70 miles southwest of its charted position, in an area where a floating shelf of ice previously was shown.

The expedition's central group had a long, hard fight in reaching the Bay of Whales and Little America. At one time it was locked in the Ross Sea pack ice and drifting northward—toward home—at the rate of three miles a day. After a two-week battle, the force reached its anchorage in the bay off Little America, a frigid homecoming for members of previous expeditions to Antarctica.

When the explorers trudged overland from the Bay of Whales to the site of the 1939-41 expedition, they found only ventilators and radio antennae of Little America thrusting up through the snow. Tunneling down through the snow, they found everything as it was left in 1941. Hams, chickens and other food were perfectly preserved.

The central group arrived without the submarine USS *Sennet*, which was unable to penetrate the heavy pack ice. The sub returned to the vicinity of Scott Island to conduct underwater studies of temperatures, salinity and microscopic life.

When the main force entered the Bay of Whales and tied up, it expected no visitors. However, it got an unexpected one, an iceberg more than 200 yards long and 100 feet above the water. The iceberg sailed through the harbor's narrow entrance and yawed about, menacing the ships anchored there. The vessels gave the berg a wide berth, moving outside to the safer waters of the Ross Sea. After a short visit, the self-guided iceberg moved out and the ships returned to their anchorage.



NAVY SEABEES have turned their talents from humid islands of Pacific to the frozen wastes of Antarctica. Bulldozer, above, carries crew across the polar ice.



VITAL SUPPLIES for Navy's Antarctic Expedition base at Little America are unloaded from cargo ship USS Yancey.

Firepower Demonstrated

Latest developments in naval ordnance equipment were demonstrated to high-ranking Navy and Army officers and a representative of Congress at the Naval Proving Ground, Dahlgren, Va. Members of the party were guests of SecNav James Forrestal and Vice Admiral George F. Hussey, USN, Chief of BuOrd.

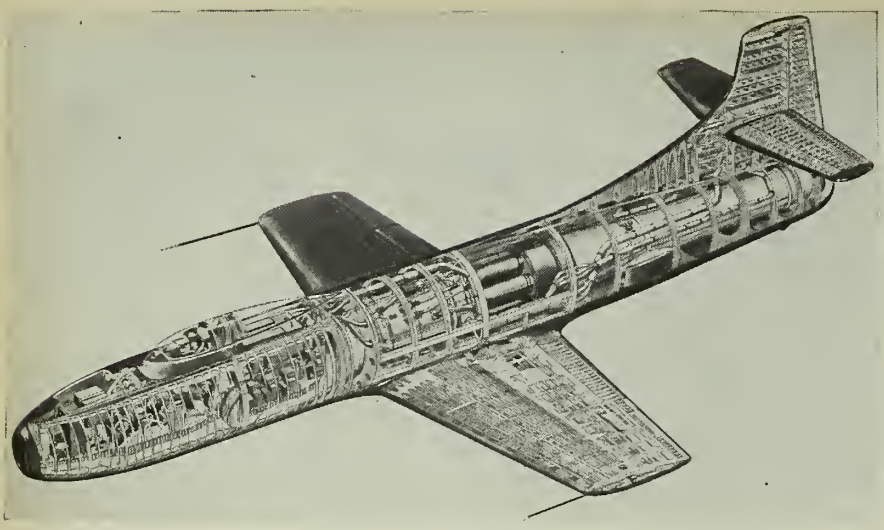
Among tests witnessed by SecNav's party were those for a self-sealing gasoline tank, which was hit by .50 cal. and 20mm. projectiles; the Navy's new 3-inch 50 caliber automatic anti-aircraft machine gun mounts, designed to throw a heavier, faster, VT-fuzed stream of fire into fast-flying aircraft and guided missiles; VT fuzes, the Navy's "secret weapon" of World War II; the Mk. 102 fully-automatic rocket launcher, which can maintain a continuous stream of accurately-aimed 5-inch rockets at a rate of approximately 40 a minute; and the new automatic 6-inch dual purpose mounts and 8-inch rapid-fire turrets for cruisers.

Also demonstrated were the Navy's new toss-bombing technique, safer and more effective than dive bombing.

Administration Shift

Administrative supervision of the Office of Naval Research was shifted last month from the office of AstSecNav W. John Kenney to the office of AstSecNavAir John Nicholas Brown. The move was made as a reapportionment of the work load between the secretaries' offices, made possible by the appointment of Mr. Brown to his office, which had been vacant for some time.

Mr. Kenney will continue for the time being as a member of the Joint Research and Development Board of the Army and Navy. (For full details on the current status of the Navy's research program, see p. 2.)



'SKYSTREAK' is name given Navy's new stub-winged, jet-propelled plane, designed to fly at speed of sound. Craft has been described as 'supersonic test tube.'

Supersonic Test Tube

With the high-speed flight tests this spring of the new D-558, the Navy has announced its participation in the race for sonic and supersonic-speed aircraft now in progress all over the world.

Built by Douglas, the new Skystreak is an all-jet powered experimental model intended by the Navy to explore the speed regions of compressibility—the approximate speed of sound, which ranges from about 600 to about 900 miles an hour depending on altitude and temperature.

Intended only as an experimental model, the Skystreak is nicknamed the "supersonic test tube" for both its appearance and its purpose.

It is completely self-powered and, unlike other experimental supersonic aircraft, will take off, maneuver and land normally under its own power. Its extremely powerful turbojet engine, the General Electric TG-180, will produce a peak thrust equal to the horsepower of all four engines of a B-29 operating at full power, or the combined horsepower of 75 average automobiles.

The Skystreak is the first plane announced by the Navy designed to enter and penetrate the mysterious speed regions where past experiments have shown that air shock waves, forming as the craft approaches the speed of sound, build up the air into "almost solid blocks of matter" which put intolerable and unpredictable stresses on the controls and airplane structure. Another factor encountered in the compressibility regions is extreme turbulence which has battered earlier planes into debris.

For the safety of the test pilot in event of trouble at the extreme speeds for which it is designed, the entire nose section of the plane is constructed to drop off at the pilot's control. Breaking off just aft of the cockpit, the nose section with the pilot still aboard will be able to slow down to speeds at which it will be safe for the pilot to bail out. A pilot leaving the plane at its highest speeds would otherwise be subject to extremely dangerous forces when he entered the air and its resistance decelerated his speed rapidly.

Added protection for the pilot is provided in the construction of the cockpit, which includes padded head supports and a special harness to protect him against the violent, sharp jolts of the anticipated extreme turbulence.

The Skystreak is over 35 feet long, with a wingspread of only 25 feet, and its overall height is a little over 12 feet. Its gross weight is 9,750 pounds with a full internal fuel load and its wing load will be 65 pounds-per-square-foot at takeoff.

No statements have been made by the Navy as to its expected top speed.

Inspect U. S. Ports

A Portuguese Mission, composed of naval officers and civilian engineers, has been visiting various sectors of the U. S. in an inspection of port facilities.

Loran on Merchant Ships

To provide greater navigational efficiency and safety at sea, the Maritime Commission has purchased 70 model DBS Loran receivers from the Navy Department. Fifty of the receivers will be installed on operating merchant vessels and 20 will be used for training purposes in the commission's schools and academies.

The commission is cooperating with the Army, Navy, and Coast Guard in development of Loran equipment to the extent of making installations on vessels likely to continue in operation.

Navy Plane Triumphs

A Navy FD-1 Phantom twin-jet carrier plane scored an unexpected triumph at the close of the Navy's part in the Miami Air Maneuvers. A radio communications error from the control tower brought it over the field in a low-altitude high speed pass just in time to eclipse a formation of 20 slower-moving Army P-80 Shooting Stars going through their part of the show 1,500 feet higher.

The Phantom appeared over Masters Field in Miami after a 42-minute run from Jacksonville, during which it passed through a rain shower at such high speeds that the paint was beaten off the leading edges of its wings.

Its belated arrival on the scene of activities was due to an error by which the control tower ordered the pilot to circle the field until further notice before appearing.



VALLEY FORGE, new Essex class carrier, departs Philadelphia Naval Base on shakedown cruise to the Caribbean. Philadelphians financed her with war bonds.



MARINE AT RIGHT is identified as Texas corporal. Three of the six men pictured were later killed in action.

Correctly Identified

Prompted by a request from the mother of a Marine hero, the Marine Corps has reviewed the identification of the men in the famous picture showing the American flag being raised on Mt. Suribachi, Iwo Jima, and discovered one was incorrectly identified.

The Marine on the extreme right in the picture has been correctly identified as Corp. Harlan H. Block, Weslaco, Tex. The corporal's mother requested the investigation after Pfc. Ira H. Hayes, Bapschule, Ariz., one of the flag raisers, told her that her son helped raise the flag.



Corp. Block

Sgt. Henry O. Hansen, of Somerville, Mass., originally had been identified as the man on the extreme right in the picture. Both Hansen and Block were killed in the Iwo Jima campaign.

Personnel in the famous picture are (left to right) Pfc. Franklin R. Sousely, Erving, Ky.; Sgt. Michael Strank, Conemaugh, Pa.; Pfc. Rene A. Gagnon, Manchester, N. H.; PHM2 John H. Bradley, Milwaukee, Wis.; Hayes, and Block. Gagnon, Bradley and Hayes are survivors. Sousely, Strank and Block were killed in action.

Marines to be Withdrawn

Almost all U. S. troops in China are to be removed "as soon as possible", according to a State Department announcement. The troops involved include about 8,000 marines and 1,000 Army personnel, all of whom are stationed in North China.

Guam, Samoa Studied

A three-man civilian committee has been appointed by SecNav James Forrestal to study the naval administration of Guam and American Samoa and prepare a report embodying specific recommendations.

Dr. Ernest Martin Hopkins, president-emeritus of Dartmouth College, has been appointed chairman. Other members are former Governor Maurice J. Tobin of Massachusetts, and Dr. Knowles A. Ryerson, College of Agriculture, University of California.

USO Bowing Out

The USO, which fought in World War II as close to the front lines as a non-combatant can get, and sometimes uncomfortably closer, is curtailing operations generally now, in preparation for its ultimate demise on 31 December.

Many USO clubs have closed their doors, but the Navy has asked USO to continue, within the limits of its 1947 budget, clubs in key localities where large numbers of naval personnel still are on duty. Commandants of naval districts have indicated which clubs will be most needed during the remainder of USO's life.

USO Camp Shows is reducing its services, but plans to continue the hospital circuit through 1947, and the circuit in the Pacific and Alaska through at least 1 July of this year.

President Truman, Fleet Admiral Chester W. Nimitz, USN, CNO, and other high Navy officials have joined in recent commendations to USO for its war service.

Photo Service Reorganized

The Naval Photographic Service, which directed all Navy photography during World War II (see ALL HANDS, September 1946, p. 10), has been disestablished as an activity of the Office of CNO and its functions and responsibilities assigned to other sections of the Navy Department.

Under an order issued by W. John Kenney as Acting SecNav, a reorganization and consolidation of all naval photographic activities is directed. The former Photographic Science Laboratory at Anacostia, D. C., is designated the Navy's major activity for photography production. The naval motion picture production group will be integrated with the Anacostia laboratory, renamed the U. S. Naval Photographic Center. The photographic interpretation unit, formerly at RecSta, Anacostia, will be a subordinate unit of the center.

Functions and responsibilities of the Naval Photographic Service, which have been reduced since V-J Day to those necessary to meet the Navy's peacetime needs, are transferred as follows: equipment, contract, procurement and fiscal functions to BuAer; cataloging and distribution of training films to BuPers; photolithographic personnel and material functions to BuShips.

QUIZ AWEIGH

Pictures usually tell a story, what can you tell from these? Super salts should get six, Old salts five, Young salts four, Boot at least three. Two or less, you should be in the Army.



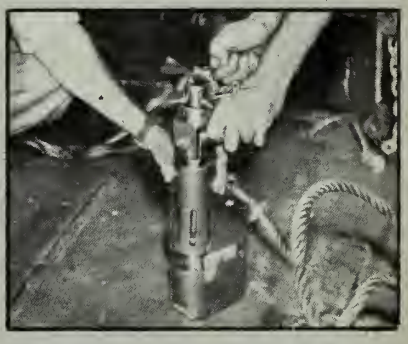
1. This sailor sees his target through a (a) bomb sight (b) periscope (c) telescope.

2. This instrument is used on a (a) submarine (b) battleship (c) destroyer.



3. One of the latest types of planes in use is the (a) F7F (b) FR1 (c) F8F.

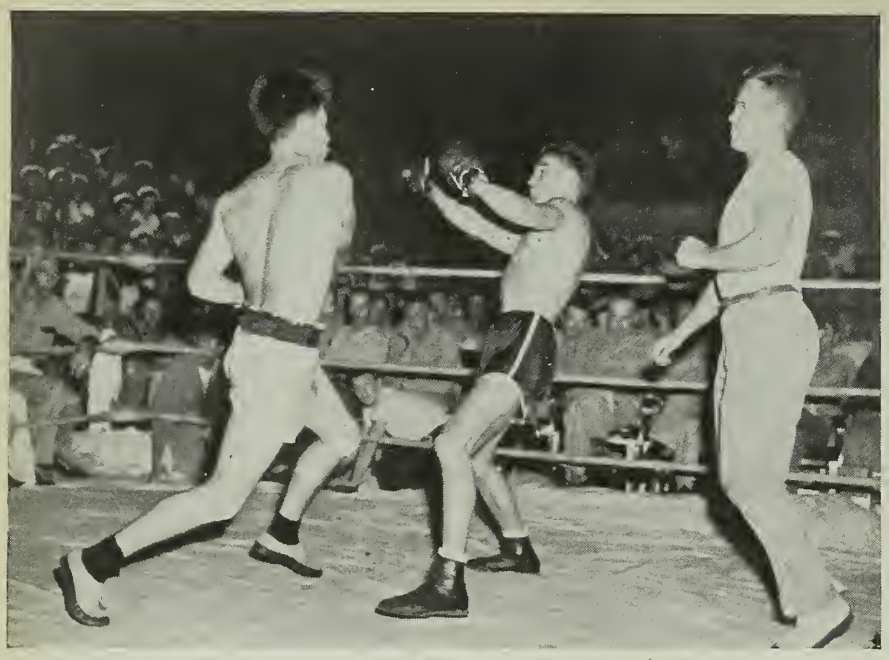
4. Its armament consists of (a) two .50 caliber machine guns (b) four .50 caliber machine guns (c) six rockets.



5. This is a very handy gadget to have around, especially when you are in a hurry to (a) splice cable (b) cut cable (c) drive a rivet.

6. To operate this gadget, you will need a (a) hammer (b) wrench (c) cartridge.

ANSWERS ON PAGE 61



WHOOO-O-O-O-SH. If that one landed, the guy on the right went out. These two battlers socked it out during 'smoker' between *Bremerton* and *Topeka* on cruise.

All-Navy Sports

Physical conditioning has always been heavily stressed in naval aviation, and aviation seems to attract athletes. For those reasons, the Naval Air Training Athletic Conference is a potent factor in Navy athletics. Their teams will be hard to beat in All-Navy championships.

Twelve major air activities have basketball teams on the floors in the south and middle west in the midst of season play. Fifteen are looking forward to the conference baseball season this year, and the league has been divided into eastern and western loops, with a five-game championship series scheduled between the pennant winners in August.

Current villain in the conference is NATB, Pensacola, which walked off with the honors in last year's baseball and football play.

The air training conference also has scheduled annual tournaments in wrestling (6 and 7 March at Pensacola) and boxing (20 and 21 March at Ottumwa, Iowa, where the Naval Pre-Flight School is located).

Successful Smokers

USS *Topeka* (CL 67) has been emphasizing "smoker" sports with a good deal of success. She's the first ship to report an organized wrestling program.

Topeka has traded smokers with USS *Bremerton* (CA 130) on about an even basis. *Topeka* took three wrestling series from the *Bremerton*, which came back to win two out of three boxing smokers. The two ships spread their smokers out half-way across the Pacific while both were on cruise.

Currently, *Topeka* has been undergoing overhaul at San Pedro, and team work-outs have been conducted at the excellent gym at Roosevelt Base, Terminal Island. The cruiser had wrestling teams entered in both novice and junior AAU tournaments in Los Angeles.

A Good Try

Honors for a good try go to USS *Columbus* (CA 74) this month. She fielded one of the very first football squads in the postwar active fleet. Hampered somewhat by occasional cruises, the grid squad lost four and tied one in games against strong shore-based outfits, including two lost to the San Pedro Longshoremen, one of Southern California's toughest independent teams.

Football is still a favorite on the *Columbus*. Despite handicaps, the ship hopes to put together a winning team. At least, they point out, they've got from now until next season to practice.

ALL HANDS Wants Sports Stories and Pictures

Got o footboll or baseboll teom? Got o good boxer or o red-hot chess player? ALL HANDS would like to heor about it. Contributions for this sports section ore earnestly invited from ony novol commond that would like to tell others obout its sports record, report an unusuol sports event, or let the Novy in on how o successful sports progrom is run. Send olong pictures, too; oction shots preferred. Address moteriol to the Bureou of Novol Personnel (Attn.: The Editor, ALL HANDS Mogozine), Woshington 25, D. C. Contributions must be occomponied by officiol letter of transmittal.

Retirement Advisory Board

Appointment of a six-man Retirement Advisory Board to consider cases of retirement for physical disability of Navy and MarCorps retired or Reserve officers has been announced by SecNav James Forrestal.

Members of the new board are as follows: Admiral Frederick J. Horne, USN (Ret), special assistant to CNO, president; Capt. Clifford G. Hines, (MC), USN; Capt. Oliver H. Ritchie, USNR; Col. Eugene H. Price, USMC; Capt. Thomas J. Kennedy, (MC), USNR; and Comdr. Lewis P. Holt, USNR.

The board will advise SecNav on appropriate action concerning the following:

- The findings and recommendations of any medical survey review board or naval retiring review board, upon which final action has not been taken by the President, at the request of any Reserve officer of the naval service whose case has been considered by any such board.
- The claim of any retired or Reserve officer that he has been returned to inactive duty without adequate opportunity to be considered for physical disability retirement.
- Such other matters concerning medical surveys, disability retirement and related subjects as may be referred to the board by SecNav.

Alnav 17-47 (NDB, 31 January) announced that officers of Reserve components who have been retired or released from active duty without pay, pursuant to recommendations of a board of medical survey or decisions of a naval retiring board, may have these recommendations or decisions reviewed by medical survey review or retiring review boards, as appropriate.

The Alnav called attention to the fact that retirement in a temporary rank because of physical disability cannot be effected unless the proceedings of a naval retiring board are commenced within six months from the termination of temporary appointment or release from active duty, whichever may occur earlier.

Alaskan Recreation

This isn't going to sit very well with the tropical Navy, but reports from Kodiak, Alaska, are comparing some aspects of the duty up there with Sun Valley. Recreation at Kodiak has taken advantage of the natural rigors of the climate.

Five teams (Marine Barracks, Fleet Weather Central, VPHL 12, NOB and Staff) were entered in a home-grown ice hockey league which plays on an outdoor rink at the barracks. Our correspondent reports hockey spectators get just as steamed up in Alaska as they do in the States.

The Navy has a ski chalet, no less, in the mountains back of the base, and skiing ranks as a major sport in that area. The call of the wild attracts the hardier hikers, and certain Navy hunters swear there's bear in the hills, Kodiak bears. It is not reported that any have proved it.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Destroyers Commended for Brilliant Record



USS *Bailey* (DD 492)



USS *Albert W. Grant* (DD 649)

Five U. S. warships have been commended by the Navy for their brilliant combat records in World War II.

Navy Unit Commendations have been awarded the USS *Plunkett* (DD 431) for her action at Anzio, Italy; USS *Bailey* (DD 492) and USS *Albert W. Grant* (DD 649) for action in Pacific waters; USS *Bradford* (DD 545) for action at Okinawa; and USS *Morrison* (DD 560) for salvage operations after the USS *Princeton* had been damaged in the Samoa area.

The *Plunkett* was cited for action from 21 to 25 Jan 1944. Operating with Task Group 80.6 off the Anzio beachhead and subjected to a torpedo and glide-bombing attack by 14 German planes, she maneuvered radically to avoid the missiles and sent up a hail of fire to send two of the enemy aircraft crashing into the sea. When a 550-pound bomb crashed on the 1.1 gun platform, it killed 53 officers and men and started a fire which, augmented by exploding ammunition and depth charges, ruptured the fire main to the after magazine. Her crew jettisoned the burning depth charges and ammunition, secured the steam-filled fire room and extinguished the flame within ten minutes without cessation of fire from her own guns.

Although undermanned and damaged, she responded magnificently to the joint efforts of all her departments and successfully cleared the area at reduced speed, reaching Palermo battered, but still seaworthy.

Capt. Edward J. Burke, USN, of Wilkes Barre, Pa., commanded the ship during the action.

The *Bailey* participated in action against Japanese forces off Komandorski Islands, Bering Sea, on 26 March 1943. With the only heavy cruiser of our task force dead in the water following a fierce three-and-one-half-hour battle, she led a determined torpedo attack against the Japanese surface force which was still closing on our ships. Unprotected by



USS *Plunkett* (DD 431)

friendly aircraft and without benefit of darkness or smoke screen, she steamed forward at maximum speed, leading two other destroyers through a heavy barrage of enemy gunfire and concentrating her fire on the enemy's heavy cruiser. Struck in rapid succession by two 8-inch shells and damaged by numerous near hits as she closed to within 9,000 yards, she launched five torpedoes and turned to retire just before two additional hits flooded her and rendered one engine inoperative.

The only destroyer to release her torpedoes, the *Bailey* succeeded in damaging one heavy cruiser and in turning back an overwhelming enemy force at the most crucial moment of the battle.

Lt. Comdr. John C. Atkeson, USN, of Norfolk, Va., was CO of the *Bailey* on 26 March 1943.

The *Albert W. Grant* was commended for her action against Japanese forces during the Battle for Leyte Gulf from 24 to 27 Oct 1944. Conducting a determined torpedo attack against an enemy task force in Surigao Strait on the night of 24 October, she closed to fire her first half salvo of torpedoes and succeeded in scoring direct hits on a Japanese battleship.

Although severely damaged when heavy enemy guns opened fire as she turned to retire, she remained in the battle area and accurately launched her five remaining torpedoes, scoring hits on other enemy units. With all power gone, fires raging, compartments flooded and over 100 casualties to care for, she fought throughout the night to stay afloat. Finally, assisted by a tug from Leyte, she effected the repair of crudely patched holes, pumped out excess oil and water, resolutely continued damage control measures until she was taken in tow to Leyte Gulf.

Comdr. Terrall A. Nisenwaner, USN, of Larchmont, N. Y., was CO of the



USS *Bradford* (DD 545)



USS *Morrison* (DD 560)

destroyer during the action for which she was cited.

The *Bradford* participated in action as a fighter direction ship on a radar picket station during the Okinawa campaign, 14 May to 16 June 1945. A natural and frequent target for heavy Japanese aerial attack while occupying advanced and isolated stations, she defeated all efforts of enemy kamikaze and dive-bombing planes to destroy her. Vigilant and ready for battle, she sent out early warnings, provided fighter direction, and, with her guns, downed five hostile planes, routed many more and rendered service in preventing the Japanese from striking in force the naval forces on the Okinawa beachhead.

Comdr. Warren W. Armstrong, USN, Gibson City, Ill., was CO of the *Bradford* during the action.

The *Morrison* rendered invaluable service during salvage operations after the USS *Princeton* had been critically damaged by the Japanese in the Battle of Samar, 24 Oct. 1944. Undeterred by foul weather, fires raging on the flight and hangar decks of the stricken carrier and a series of violent explosions, she went alongside. Becoming wedged between the stacks of the *Princeton* as the wind steadily rose and the rain reduced visibility, the *Morrison*, with debris falling on her decks and communications handled by word of mouth, efficiently rigged hoses and aided fire-fighting parties. She stood by the carrier until the fires were under control. Later, when a terrific explosion blew off a major part of the *Princeton's* stern, she immediately dispatched boats to assist in the rescue of survivors and recovered almost 400 men from the sea.

Comdr. W. H. Price, USN, of Washington, D. C., was in command of the destroyer at the time.



USS *Trigger* (SS 237)

Trigger Honored For Patrol Duty

USS *Trigger* (SS 237) has been awarded the Navy Unit Commendation in recognition of her outstanding combat service during her ninth war patrol in the Palau Islands area from 23 March to 20 May 1944.

Undaunted by numerous enemy escort vessels and severe antisubmarine measures, the *Trigger* penetrated convoy screens to reach her targets. Maneuvering among the formidable escorts, she pressed home attacks to leave four freighters and a destroyer a mass of smoke and wreckage.

During a later attack, she braved the onslaught of an enemy destroyer, as it approached within 50 feet of her periscope, and launched her torpedoes to cripple and possibly sink three Japanese vessels.

Detected and heavily depth-charged, the *Trigger* escaped complete destruction only by the superb seamanship of her officers and men, which enabled her, after 17 hours of evasion, to resurface and strike again at the enemy.

The CO on the ninth patrol was Lt. Comdr. Frederick J. Harlfinger, II, USN.

The *Trigger* was lost on her last patrol in March 1945.

Marines Who Fought On Iwo Commended

Marine organizations which participated in the bitter struggle for Iwo Jima in February, 1945, have been awarded the Presidential Unit Citation and Navy Unit Commendation.

SecNav James Forrestal has authorized the PUC for all assault troops of the Fifth Amphibious Corps who landed on Iwo under command of Lt. Gen. Harry Schmidt, USMC, for the period of 19 to 28 Feb 1945.

To supporting troops of the Fifth Corps, at Iwo, the NUC was awarded for the same period.



NAVY CROSS

Gold star in lieu of second award:

★ CRAIG, Clement M., Lt. Comdr., USNR, Los Gatos, Calif.: As acting CO of FitRon 22 and pilot of a fighter plane in that squadron, attached to USS *Cowpens*, Lt. Comdr. Craig participated in action against Japanese forces in the vicinity of Formosa, 21 Jan 1945. In the face of overwhelming odds, he led his division against a numerically superior flight, succeeded personally in shooting down five hostile aircraft, while his well-directed division accounted for nine and possibly 12 more. By dispersing and destroying the enemy flight, he aided materially in the success of our task force in that area.

First award:

★ BAXTER, James L., Lt.(jg), (then Ens.) USNR, Texarkana, Tex.: As pilot of a torpedo plane in Air Group 20, attached to the USS *Enterprise*, Lt.(jg) Baxter participated in action against Japanese forces during the Battle for Leyte Gulf on 25 Oct 1944. In the face of intense enemy antiaircraft fire. Lt.(jg) Baxter attacked a battleship and scored a direct hit, thus inflicting serious damage to this major unit of the hostile fleet.

★ BOGAN, James B., Lt., USNR, Atlanta, Ga.: As pilot of a scout bomber plane in BomRon 13, attached to USS *Franklin*, Lt. Bogan took part in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. Against a large enemy task force, he fought his plane through intense antiaircraft fire and aerial opposition and maneuvered his craft to score a direct hit upon an enemy aircraft carrier, contributing materially to its sinking.

★ BOURDEN, Thomas E., Lt. (jg), USNR, Muskegan, Mich.: As pilot of a fighter plane in FitRon 81, attached to USS *Wasp* during action against Japanese in the Tokyo Bay area, 17 Feb 1945, Lt. (jg) Bourden skillfully fought his plane during a fighter-bomber attack against an enemy

Navy Occupation Medal Authorized by SecNav

A Navy Occupation Service Medal has been established by SecNav to commemorate the services of Navy, Marine Corps and Coast Guard personnel in the occupation of certain territories of the enemies of the United States in World War II. First announcement was in Alnav 25-47 (NDB, 31 January).

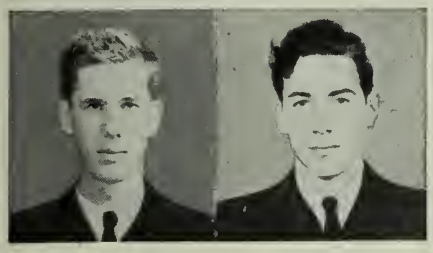
The Alnav emphasized that regulations governing the award relative to areas, organizations, units and ships will be promulgated in a Navy Department General Order now being prepared. Pending issuance of the General Order, individual inquiries are *not* solicited, and no applications for the medal will be considered.

Personnel also were advised that no further action will be taken on requests for the Army of Occupation Medal (awarded by the U. S. Army) submitted in accordance with BuPers Circ. Ltr. 147-46 (NDB, 30 June 1946). The Army of Occupation Medal was awarded only to those naval personnel who obtained written approval from the War Department, and who met certain rigid requirements, among them the requirements that personnel must have been assigned to or permanently attached to and present for duty with the army of occupation in prescribed areas on dates stated by the War Department.

Those requests for authority to wear the Army Occupation Medal which were forwarded to the War Department have been returned to BuPers with no action taken since the promulgation of Alnav 25-47. Personnel who have not received authorization from the War Department may consider their requests as having been filed without action, and no further requests will be entertained prior to the promulgation of the general order.



Lt. (jg) Baxter Lt. Bogan



Lt. (jg) Bourden Lt. (jg) Broach

aircraft carrier. He braved intense antiaircraft fire to score three rocket hits which contributed materially to the sinking of the vessel immediately after the attack.

★ BROACH, Leo D., Lt. (jg), USNR, Webb, Miss.: As pilot of a scout bomber in BomRon 13, Lt. (jg) Broach took part in a strike on a large enemy task force during the Battle for Leyte Gulf. Maneuvering his plane through heavy antiaircraft fire, he scored a direct hit on an enemy carrier, contributing to her subsequent sinking.

★ BUTTS, John L., Jr., Lt. Comdr., USNR, Sumterville, Fla.: As a pilot in BomRon 16, attached to USS *Lexington*, Lt. Comdr. Butts flew in operations against the Japanese during the Battle for Leyte Gulf, 24 Oct 1944. When his bomb failed to release as he initiated a dive-bombing run, he circled for altitude, made a daring one-plane bombing attack upon an enemy cruiser and accurately strafed other enemy capital ships, completely disregarding his own personal safety as he maneuvered his plane in the face of intense and continuous antiaircraft fire.

★ CHRISTENSEN, Wilbur N., Lt. Comdr., USNR, Coronado, Calif.: As pilot of a dive bomber and section leader in BomRon 20, attached to USS *Enterprise*, during the Battle for Leyte Gulf, 24 Oct 1944, Lt. Comdr. Christensen flew in action against units of the Japanese fleet. He led his section in a dive-bombing attack on one of the battleships and, defying the barrages of antiaircraft fire, dived low over the enemy warship to release his bombs at perilously low altitude to score direct hits which started fires and contributed materially to the infliction of extensive damage on the vessel.

★ DALY, John J., HA1, USN, Manhattan, N. Y. (posthumously): While serving as a medical corpsman, attached to a rifle company, 3rd MarDiv, Daly participated in action against Japanese on Iwo Jima, 25 and 26 Feb 1945. Skillfully aiding and evacuating the wounded of his company when the fury of hostile fire made the battle field unapproachable, he voluntarily crawled through a blanket of enemy mortar, machine-gun and hand grenade fire to apply dressings to the wounded. He succeeded in giving medical attention to over 30 men. The following day, when his company was relieved, Daly remained in the area, providing urgently needed medical assistance for the replacements, and, although subjected to the enemy's fire, continued his valiant efforts in the front lines area until struck down by enemy rifle fire.

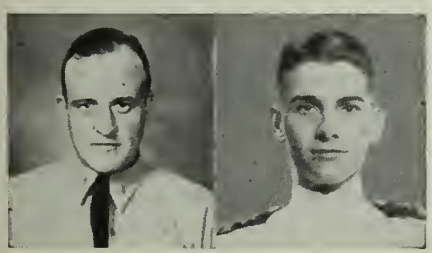
★ DOLL, Frederick Jr., Lt. Comdr., USNR, Encino, Calif.: As pilot of a torpedo plane in TorpRon 19, attached to USS *Lexington*, Lt. Comdr. Doll participated in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. Leading his flight of aircraft on a strike mission against major units of the Japanese fleet, including carriers, battleships, cruisers and destroyers, he plunged through the enemy's barrage of antiaircraft fire and scored a direct torpedo hit upon a carrier, contributing materially to her sinking. Although his own craft and six others of his group were damaged by enemy fire, and one of the pilots was seriously wounded, he succeeded in returning his flight to the carrier.

★ ENGLISH, Elbert H. Jr., Lt. Comdr. (then Lt.), USNR, Lepanto, Ark.: As pilot of a fighter plane in FitRon 81 attached to USS *Wasp*, Lt. Comdr. English participated in operations against Japanese in the Tokyo Bay Area, 17 Feb 1945. Skillfully fighting his plane during a flight against an enemy carrier, he braved intense antiaircraft fire to score a direct bomb hit which contributed materially to the sinking of the vessel.

★ GRANT, William A. Jr., Lt. (jg), USNR, Richmond, Va.: As pilot of a fighter plane in FitRon 81, attached to the USS *Wasp*, Lt. (jg) Grant took part in operations against Japanese in the Tokyo Bay Area, 17 Feb 1945. Skillfully maneuvering his plane in the midst of intense antiaircraft fire, he scored two rocket hits on an enemy carrier during a fighter-bomber attack. These hits contributed materially to the sinking of the vessel.

★ JANCAR, Arnost, Lt. (jg), USNR, San Gabriel, Calif.: As a pilot in BomRon 16, attached to USS *Lexington*, Lt. (jg) Jancar took part in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and extremely intense fire from hostile antiaircraft batteries, he pressed home a hazardous dive-bombing attack on an enemy carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its desperate evasive tactics. He contributed directly to the sinking of the enemy carrier and played a gallant part in the serial operations during this critical period of the Pacific war.

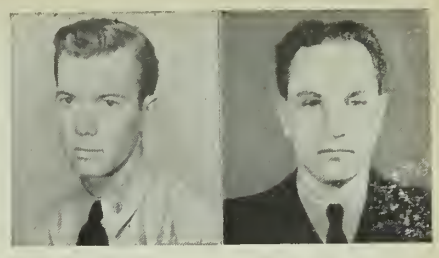
★ KOCH, Wesley A., Lt. (jg), USNR, Hawthorne, N. J.: As a pilot in BomRon 16, attached to the USS *Lexington*, Lt. (jg) Koch flew in operations against enemy forces during the Battle for Leyte Gulf, 25 Oct 1944. In the face of air opposition and extremely intense and continuous fire from antiaircraft batteries, he pressed home a hazardous dive-bombing attack on a carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its evasive tactics. He contributed directly to the sinking of the enemy aircraft carrier.



Lt. Comdr. Doll Lt. Comdr. English



Lt. (jg) Grant Lt. (jg) Jancar



Lt. Comdr. Butts Lt. Comdr. Christensen

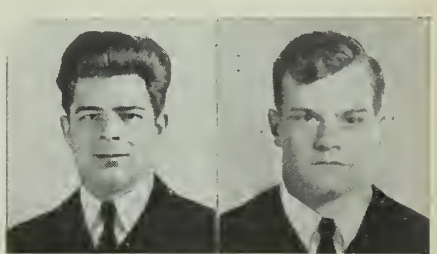


Lt. Comdr. Craig HA1 Daly

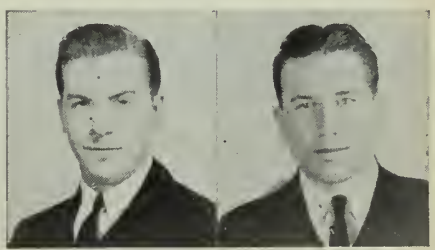
★ KRAMER, Irvin Jr., Lt. (jg), USNR, Knights Landing, Calif.: As pilot of a torpedo plane in TorpRon 19, attached to USS *Lexington*, Lt. (jg) Kramer flew in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. Participating in a strike against major units of the Japanese fleet, he defied the enemy's intense antiaircraft fire and flew his plane over the entire enemy force to press home his attack upon an aircraft carrier and a heavy cruiser.

★ NIEMEYER, Robert D., Lt. Comdr., USNR, San Antonio, Tex.: As pilot of a bomber in BomRon 16, attached to the USS *Lexington*, Lt. Comdr. Niemeyer flew in operations against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and intense and continuous fire from antiaircraft batteries, he pressed home a dive bombing attack on a Japanese battleship and accurately placing his bomb, scored a direct hit upon his target, despite its evasive tactics. He contributed directly to the sinking of the enemy battleship.

★ REED, George A., Lt., USNR, Corbin, Ky.: As pilot of a torpedo bomber in BomRon 7, attached to the USS *Hancock*, operating against Japanese forces in the battle for Leyte Gulf, 26 Oct 1944, Lt. Reed launched an aerial torpedo attack on an enemy heavy cruiser and succeeded in scoring a direct hit on the Japanese craft.



Lt. (jg) Koch Lt. (jg) Kramer



Lt. Comdr. Niemeyer Lt. Reed

★ DECORATIONS

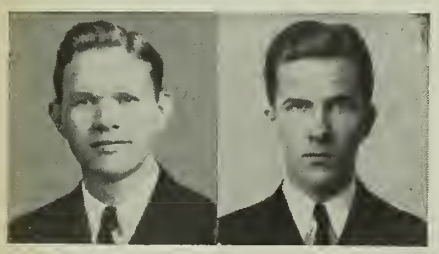
Navy Cross (Cont.)

★ REEDER, Donald G., Lt. (jg), USNR, Delaware, Ohio (posthumously): As pilot of a fighter plane in FitRon 20, attached to the USS *Enterprise*, Lt. (jg) Reeder flew in operations against Japanese forces in the Battle for Leyte Gulf, 25 Oct 1944. He braved antiaircraft fire to launch a bomber attack on an enemy task group and succeeded in scoring a direct hit on an enemy light cruiser.

★ ROACH, Fred B., Jr., Lt. (jg), USNR, Chicago, Ill.: As pilot of a torpedo plane in TorpRon 44, attached to the USS *Langley*, Lt. (jg) Roach participated in action against Japanese in the Battle for Leyte Gulf, 25 Oct 1944. Through a barrage of antiaircraft fire, he scored a direct hit on a battleship as he joined two other torpedo planes in a furious attack on a Japanese task force, inflicting severe damage to a major unit of the Japanese fleet.

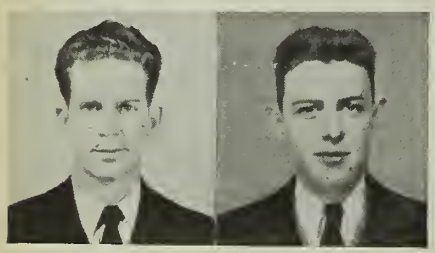
★ ROHE, Max E., Lt., USNR, Rosharon, Tex.: As pilot of a fighter plane in FitRon 81, attached to the USS *Wasp*, during operations against Japanese in the Tokyo Bay area, 17 Feb 1945, Lt. Rohe fought his plane during a fighter-bomber attack against an enemy aircraft carrier. He braved intense antiaircraft fire to score a direct bomb hit which contributed materially to the sinking of the vessel.

★ SADLER, Daniel Jr., Lt. (jg), USNR, Philadelphia, Pa.: As pilot in BomRon 16, attached to the USS *Lexington*, Lt. (jg) Sadler flew in operations against Japanese during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and continuous fire from antiaircraft batteries, he pressed home a dive-bombing attack on a Japanese carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its desperate evasive tactics.



Lt. (jg) Reeder

Lt. (jg) Roach



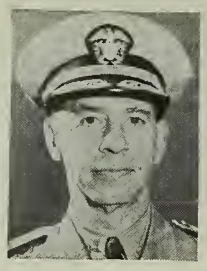
Lt. Rohe

Lt. (jg) Sadler

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ SHERMAN, Frederick C., Rear Admiral, USN, San Diego, Calif.: As Commander, Task Group 58.3 assigned to the First CarTaskForce during operations against the Japanese from 10 Feb to 18 June 1945, Rear Admiral Sherman directed his task group in a series of effective attacks against the enemy at Tokyo, Iwo Jima, Kyushu and the Inland Sea. In a dangerous photographic mission at Okinawa from 23 March to 29 May, he maintained a high standard of fighting efficiency in his group and pressed home devastating attacks against the enemy, inflicted severe and costly damage against hostile aircraft, shipping and shore installations, and provided support for our military ground units on the island. Rear Admiral Sherman's leadership and tactical direction were vital factors in extending our control of the Pacific westward and in competing a number of hazardous missions with outstanding success.



Rear Admiral Sherman

SILVER STAR MEDAL

Gold star in lieu of second award:

★ BROACH, John C., Capt. (then Comdr.), USN, Annapolis, Md.: CO, USS *Hake*, 5th war patrol, Pacific ocean, 23 May to 11 July 1944.

★ GARVEY, Richard S., Lt. Comdr. (then Lt.), USNR, San Francisco: Assistant approach officer of a U. S. Submarine, Japanese-controlled waters.

First award:

★ BERTHRONG, Raymond, Comdr., USN, Suffern, N. Y.: CO, USS *Sea Raven*, 7th war patrol, Pacific ocean, 1 Nov to 25 Dec 1944.

★ BONTIER, Albert M., Comdr., USN, White Plains, N. Y.: Assistant approach officer, USS *Spearfish*, 3rd war patrol, SoWesPac, 27 Mar to 20 May 1942.

★ BOYAN, Thomas A., Lt., USN, Jacksonville, Fla.: Director officer of heavy machine gun, USS *Lexington*, vicinity of Luzon, 5 Nov 1944.

★ BRIGGS, Harold M., Capt. (then Comdr.), USN, Shelbyville, Mich.: Executive officer, USS *St. Louis*, vicinity of Leyte, 27 Nov 1944.

★ CARBERRY, William G., Lt. Comdr., USNR, Covington, Ky.: CO of a UDT, Marianas Islands, 17 to 21 July 1944.

★ CONWELL, Lester C., Comdr., USN, Albia, Iowa: CO, USS *Chauncey*, Rabaul Harbor, 11 Nov 1943; Gilbert Islands, 18 to 26 Nov 1943.

★ COPELAND, William E., Lt., USNR, Carbondale, Ill.: Pilot in FitRon 19, USS *Lexington*, Formosa and Philippine areas, 12 to 24 Oct 1944.

★ CRIST, Thomas C., Lt. Comdr. (then Lt.), USNR, Crandall, Tenn.: CO of a UDT, Marianas Islands, 18 to 21 July 1944.

★ DUBOIS, Raymond F., Lt. Comdr., USN, Naugatuck, Conn.: Assistant approach officer, USS *Flasher*, 1st war patrol in Japanese-controlled waters.

★ FARR, Arthur H., Lt. (jg), USNR, Lakewood, Ohio: Torpedo data computer operator, USS *Guitarro*, 1st war patrol, 7 May to 27 June 1944.

★ FLEMING, Robert L., Lt. (then Lt. (jg)), USNR, Dallas, Pa.: Patrol plane commander during rescue operations, coast of Bullale, British Solomon Islands, 14 Apr 1944.

★ HOEFFNER, Karl E., Lt. (then Lt. (jg)), USNR, Henriette, Tex.: Boat officer, USS *Pierce*, Kwajalein Atoll, 3 Feb 1944.

★ HOLDEN, Robert F., Jr., Lt. (then Lt. (jg)), USNR, Chestnut Hill, Pa.: Pilot in night FitRon 101, USS *Enterprise*, Marianas Islands, 27 and 28 June 1944.

★ HUGHES, W. C., Comdr., USN, Coronado, Calif.: CO, USS *Somers*, WesTaskFor, Bay of the Seine, France, 7 to 15 June 1944.

★ JACOBSON, Fred L., Lt., USNR, Cumberland, Wis.: OTC of MTBs 335 and 342, New Guinea area, 6 Apr 1944.

★ KLEIN, Erhardt E., Lt. (jg), USNR, Otise, Ohio: Pilot in FitRon 20, USS *Enterprise*, Leyte Gulf, 24 Oct 1944.

★ MCCAFFERTY, James R., Lt. (jg) (then Ens.), USNR, Cincinnati, Ohio: OTC of MTBs 137 and 138, New Guinea area, night of 22 May 1944.

★ NELSON, Harry A., Lt. (jg), USNR, Marcus, Iowa: Pilot in FitRon 20, USS *Enterprise*, Battle for Leyte Gulf, 24 Oct 1944.

★ ROBBINS, Orme C., Comdr. (then Lt. Comdr.), USN, Selma, Ala.: Navigator and assistant approach officer of a U. S. submarine, Atlantic theater, 1 Apr 1943.

★ RUMPH, Paul E., Lt. Comdr., (MC), USNR, Orange, Calif.: SMO of the 40th CBs, Brewer Task Force, Admiralty Islands.

★ SENOGLES, Ray W., Lt. (then Lt. (jg)), USNR, Tomah, Wis.: Boat officer, USS *Frazier*, Taroa, Maloslap Atoll, 9 June 1944.

★ SLINKMAN, Harold E., Lt. (then Lt. (jg)), USNR, Pittsburg, Kans.: Effecting rescue of nine marines stranded on reef, Marianas Islands, during initial invasion, 15 June 1944.

★ SMITH, Charles D., Lt. Comdr. (then Ens.), USN, Memphis, Tenn.: Saving the lives of three men when USS *Houston* was struck, during battle of Sundra Strait.

★ TEETERS, David R., Lt. (jg), USNR, Corvallis, Ore.: Plotting officer, USS *Barb*, 9th war patrol, POA, 4 Aug to 3 Oct 1944.

★ WILD, Archie M., Ens. (then Carp.), USN, Clifton, Colo.: Assistant damage control officer, USS *Savannah*, Philippine Islands.

★ WILLIAMS, Danforth D., Lt. Comdr. (then Lt.), USNR, Chicago, Ill.: CO, LST 398, Solomon Islands, July 1943 to May 1944.

★ WILLIAMSON, Lindsey, Comdr., USN, Takoma Park, Md.: CO, USS *Kearney*, Southern France, August 1944.

LEGION OF MERIT

Gold star in lieu of second award:

★ MURDAUGH, Albert C., Capt., USN, Annapolis, Md.: Deputy commander of area screen, Bay of the Seine, Normandy, 6 to 29 June 1944.

First award:

★ AGESTON, Arthur A., Capt. (then Comdr.), USN, Coronado, Calif.: As ComLST, during landing operations, Leyte Island, 20 to 24 Oct 1944.

★ BROWN, William B., Comdr. (then Lt. Comdr.), USN, Columbia, N. C.: CO, USS Knapp, with CarTaskFor, Palau and Philippines, 30 Aug to 11 Nov 1944.

★ BURNHAM, DeWitt K., Comdr., (MC), USNR, San Francisco: Base medical officer, Manus, Admiralty Islands.

★ COYE, John S., Jr., Comdr., USN, Niantic, Conn.: CO, USS *Silversides*, 11th war patrol, Formosa and Kyushu areas, September to November, 1944.

★ DUFFIELD, Eugene S., Capt., USNR, Brooklyn, N. Y.: Special assistant to UnderSecNav, 15 Nov 1942 to 18 May 1944; special assistant to SecNav, 19 May 1944 to 2 Sept 1945.

★ FORD, John, Capt., USNR, Hollywood, Calif.: Chief of the field photographic branch, Office of Strategic Services, September 1941 to September 1945.

★ LAUTRUP, George W., Lt. Comdr., USN, Essex, Conn.: CO of a submarine during war patrol, vicinity of Palau Islands, 3 Mar to 21 Apr 1944.

★ MCLEAN, Laphriam R., Jr., Capt., USN, Arlington, Va.: Comdr of fire support unit and as OinC, dispatching assault boats, northern islands of Kwajalein Atoll.

★ PACE, Leo L., Capt., USN, Guide Rock, Neb.: ComSubDiv 141, October 1942 to 25 Jan 1944: ComSubRon 20, 26 Jan to 18 Dec 1944.

★ PERCIFIELD, Willis M., Capt., USN, Mill Valley, Calif.: Chief of staff, Far Shore organizations, staff of ComLandCraft and Bases, 11thPhibs, Normandy, 6 June 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ DAVIS, Paul J., Jr., Lt. Comdr., USNR, Oklahoma City, Okla.: CO of TorpRon in Air Group 4, USS *Essex*, coast of French Indochina, 12 Jan 1945.

★ WILLIAMS, Bruce W., Lt., USNR, Salem, Ore.: Pilot in FitRon 19, USS *Lexington*, Philippines area, 21 Oct 1944.

Gold star in lieu of second award:

★ ALBERT, Walter H., Lt.(jg), USNR, Braintree, Mass.: Aerial flights in central and western Pacific areas, 13 to 20 June 1944.

★ ADAMS, Benjamin W., Lt.(jg) (then Ens.), USNR, Chicago, Ill.: Pilot in FitRon 7, USS *Hancock*, Philippines area, 26 Oct 1944.

★ AUGUST, George A., Jr., Lt., USNR, Burrington, R. I.: Pilot in FitRon 10, USS *Intrepid*, Ryukyu Islands, 19 Mar to 1 April 1945.

★ DAVENPORT, Merl W., Lt. Comdr., USNR, Birmingham, Mich.: Division leader in FitRon 17, Bismarck Archipelago, 26 Jan to 7 Mar 1944.

★ DENMAN, Anthony J., Lt. Comdr. (then Lt.), USNR, New York City: Pilot in FitRon 18, USS *Intrepid*, Battle of Leyte Gulf, 24 Oct 1944.

★ EGLIES, Frank J., Lt., USNR, Elizabeth, N. J.: Flight operations in western Pacific, 5 Jan to 30 June 1945.

★ FORD, Lewis D., Comdr. (then Lt. Comdr.), USNR, Norfolk, Va.: Pilot in TorpRon 2, USS *Hornet*, Philippines area, 21 Sept 1944.

★ FRELIGHT, Robert, Lt. (jg), USNR, Detroit, Mich.: Pilot in TorpRon 13, USS *Franklin*, battle for Leyte Gulf, 24 Oct 1944.

★ GOWLING, Robert M., Lt. Comdr., USNR, Pensacola, Fla.: Pilot in FitRon 18, USS *Intrepid*, battle for Leyte Gulf, 24 Oct 1944.

★ HADDEN, Mayo A., Jr., Lt. Comdr. (then Lt.), USNR, Holland, Mich.: Pilot in fighter plane over Saipan, 22 Feb 1944.

★ HILL, John P., Jr., Lt. (jg), USNR, Auburn, Ala.: Pilot in flight operations on Palau Islands, 31 Mar 1944.

★ HOUSTON, John E., Lt., USNR, Lincoln, Neb.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ KAY, James F., Lt., USNR, Petersburg, Pa.: Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 18 and 19 Mar 1945.

★ KEHOE, John J., III, Lt. (jg), USNR, Reno, Nev.: Pilot in BomRon 13, USS *Franklin*, battle for Leyte Gulf, 25 Oct 1944.

★ KIRK, George N., Lt., USNR, Moline, Ill.: Fighter plane pilot in Air Group 8, USS *Bunker Hill*, Philippines area, 21 Sept 1944.

★ PRESTON, Benjamin G., Lt. Comdr., USNR, Oakland, Calif.: Pilot in Air Group 18, USS *Intrepid*, Philippines area, 12 Sept 1944.

★ SMITH, Stephen B., Lt., USN, Mason City, Iowa: Division leader in TorpRon 80, USS *Ticonderoga*, Philippines area, 25 Nov 1944.

★ SWOPE, James S., Lt., USN, Killeen, Tex.: Division leader in FitRon 11, USS *Hornet*, Philippine Islands, 5 Nov 1944.

★ TREXLER, Burton R., Lt. Comdr., (then Lt.), USNR, Brooklyn, N. Y.: Pilot in BomRon 4, USS *Essex*, Formosa area, 21 Jan 1945.

First award:

★ ANDREWS, Marlin O., Lt. (jg), USNR, Fort Worth, Tex. (posthumously): Co-pilot of a Liberator in BomRon 104, Solmon, Gilberts and Caroline Islands, 15 Jan to 9 Mar 1944.

★ BACON, Lemuel, O., Lt., USNR, Kingsville, Tex.: Pilot in TorpBomRon 31, USS *Cabot*, Philippines area, 21 Sept 1944.

★ BARNETT, Gerald M., Lt. (then Lt. (jg)), USNR, Hallendale, Fla.: Pilot in TorpBomRon 4, USS *Essex*, French Indochina area, 12 Jan 1945.

★ BAXTER, Denver F., Lt., USNR, Jacksonville, Fla.: Pilot of seaplane, Truk Atoll, locating a downed pilot in Truk lagoon.

★ BROWN, Meith, L., Lt. (jg), USNR, Denver, Colo.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ CARRUTH, Royce, Lt. (jg) (then Ens.), USNR, Baltimore, Md.: Photographic reconnaissance mission over Okinawa, 1 Mar 1945.

★ CHACE, William B., Lt. Comdr., Boston, Mass.: Observer in torpedo bomber, Truk Atoll, 17 Feb 1944.

★ COLLINS, C. B., Lt., USNR, Silver City, N. M. (posthumously): Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.

★ CONNOR, James R., Lt. (jg), USNR, New York City: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ COOKE, Byron E., Lt. Comdr., USN, Pensacola, Fla.: Pilot of torpedo plane, Truk Atoll, 16 and 17 Feb 1944.

★ COOPER, Irving S., Lt. (jg), USNR, Los Angeles: Flight operations, western Pacific, 5 Jan to 14 June 1945.

★ COPELAN, Charles G., Lt. (jg), USNR, Atlanta, Ga.: Pilot in BomRon 7, USS *Hancock*, Battle for Leyte Gulf, 25 Oct 1944.

★ COREY, Richard L., Lt. (jg), USNR, Bluefield, W. Va.: Pilot in BomRon 82, USS *Bennington*, Hacijo Jima, 16 Feb 1945.

★ CUSHMAN, Kent M., Lt. Comdr., USNR, Coronado, Calif.: Pilot in TorpRon 16, Palau Island, 30 and 31 Mar 1944.

★ DAVIS, Paul J., Lt. Comdr., USNR, Okla-

Air Award System Change Announced

The strike-flight system of the MarCorps for awarding the Air Medal and Distinguished Flying Cross has been made retroactive to 7 Dec 1941.

Previously these awards on the strike-flight system were made only for the period after 18 Dec 1944. The system provides for the automatic award of medals for a specified number of combat missions. Commander, Air Force, Pacific Fleet, is the only delegated authority to award the Air Medal and DFC under this system.

MARINE GIVEN HIGHEST AWARD FOR TARAWA HEROISM

The Medal of Honor has been awarded posthumously to 1st Lt. Alexander Bonnyman, Jr., USMCR, a hero of the bitterly-contested Marine Corps assault on Tarawa. Lt. Bonnyman's daughter, 12-year-old Frances Berry Bonnyman, was presented the award by SecNav James Forrestal at a ceremony at the Navy Department.

Lt. Bonnyman was honored for his action as executive officer of the 2nd Batt Shore Party, 8th Marines, 2nd MarDiv, during the assault against Tarawa in the Gilbert Islands from 20 to 22 Nov 1943. Acting on his own initiative when assault troops were pinned down at the far end of Betio Pier by Japanese shore batteries, he repeatedly defied the fury of the enemy bombardment to organize and lead the beseiged men over the long, open pier to the beach. Then, voluntarily obtaining flame throwers and demolitions, he organized his shore party into assault demolitionists and directed the blowing of several enemy installations before the close of D-Day.

Determined to effect an opening in the enemy's defense line the following day, he crawled approximately 40 yards forward of our lines and placed demolitions in the entrance of a large Japanese emplacement as the initial move in his planned attack against the heavily garrisoned, bombproofed installation which was stubbornly resisting. Withdrawing only to replenish his ammunition, he led his men in a renewed assault, exposing himself to enemy fire as he stormed the bastion, directed the placement of the demolition charges in both entrances and seized the top of the bombproof position, flushing more than a hundred of the enemy who were instantly cut down, and effecting the annihilation of 150 troops inside the emplacement.



HERO'S daughter, 12, receives Medal of Honor posthumously awarded MarineforTarawaactionfromSecNav.

Assailed by additional Japanese after he had gained his objective, he made a heroic stand on the edge of the structure, defending his strategic position with determination in the face of the desperate charge and killing three of the enemy before he was killed. His fighting spirit and leadership throughout three days of violent battle had inspired his men to heroic effort, enabling them to beat off the counter-attack and break the resistance in that area for an immediate gain of 400 yards with no further casualties to our forces.

★ DECORATIONS

D.F.C. (Cont.)

homa City, Okla.: CO, TorpRon 4, USS *Essex*, Philippine Islands, 25 Nov 1944.

★ DEIMEL, Howard J., Lt. (jg) (then Ens.), USNR, New York City: Pilot in TorpBomRon 4, USS *Essex*, French Indochina area, 12 Jan 1945.

★ DEVINE, Richard O., Lt. Comdr. (then Lt.), USNR, Walla Walla, Wash.: Pilot in FitRon 10, USS *Enterprise*, Caroline Islands, January to April 1944.

★ DE VEER, Robert L., Lt. (then Lt. (jg)), USNR, Yonkers, N. Y.: Pilot in CompRon 40, Bismarck Archipelago area, 13 Sept 1943 to 25 Jan 1944.

★ DOWNING, Arthur L., Comdr., USNR, Coronado, Calif.: Pilot in BomRon 14, USS *Wasp*, Marianas area, 24 June 1944.

★ DUNCAN, John A., Lt. Comdr., USNR, Coronado, Calif.: Division leader in FitRon 7, USS *Hancock*, Philippine area, 26 Oct 1944.

★ DVORACHEK, Harold E., Lt., USNR, Little Rock, Ark.: CO of a Liberator in BomRon 104, Solomon, Gilbert and Caroline Islands, 4 Dec 1943 to 8 Jan 1944.

★ EASON, Van V., Jr., Lt. Comdr., USN, Mark, Miss.: Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.

★ FINK, David, Lt., USNR, Irwin, Pa.: Flight operations, western Pacific, 5 Jan to 16 June 1945.

★ FITZGERALD, Walter T., Lt., USN, Quincy, Mass.: Pilot in TorpRon 14, USS *Wasp*, Philippine Sea, 20 Jan 1944.

★ FORSYTH, John F., Lt., USNR, Rochester, N. Y.: Pilot in Air Group 18, USS *Intrepid*, Philippines area, 24 Sept 1944.

★ FRODIGH, John R., Lt. (jg), USNR, Worcester, Mass.: Flight operations, western Pacific, 14 May to 25 July 1945.

★ FROST, Howard, Jr., Lt. (jg), USNR, Worcester, Mass.: Pilot in FitRon 18, USS *Intrepid*, Battle for Leyte Gulf, 24 Oct 1944.

★ GARY, Paul B., Lt. (jg), USNR, Chicago, Ill.: Leader of a photographic-reconnaissance mission over Okinawa, 1 Mar 1945.

★ GEHOE, William F., Lt., USNR, Pittsburgh, Pa.: Pilot of fighter plane at Truk Atoll, 16 and 17 Feb 1944.

★ GILROY, Anthony F., Lt. (jg), USNR, Brooklyn, N. Y.: Pilot in BomRon 7, USS *Hancock*, Manila Bay, 29 Oct 1944.

★ GLASCOW, Donald E., Lt. (jg), USNR, Greenway, Ark. (posthumously): Pilot of torpedo bomber in CompRon 84, USS *Makin Island*, Okinawa Shima.

★ GREEN, William A., II, Lt. (jg), USNR, Worcester, Mass. :Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 18 and 19 Mar 1945.

★ HAMBLIN, Louis R., Lt. (jg), USNR, Bridger, Wyo.: Pilot in FitRon 80, USS *Ticonderoga*, Philippine Islands, 14 Dec 1944.

★ HAND, Theodore E., Lt., USNR, New Orleans, La.: Flight operations in forward areas of central Pacific, 28 Jan to 20 Apr 1945.

★ HARMAN, Walter R., Lt., USNR, Santa Anna, Calif.: Pilot of plane during operations, Kwajalein, Marshall Islands, 29 Jan to 4 Feb 1944; Truk Atoll, 16 and 17 Feb 1944.

★ HASSENFRATZ, Herbert H., Lt. Comdr., USN, Bellovese, N. Y.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ HAVERLAND, Charles H., Lt. (jg), USNR, Hibbing, Minn.: Pilot in FitRon 20, USS *Enterprise*, Philippine Islands area, 15 Oct 1944.

★ HEDGES, Donald W., Lt. (jg) (then Ens.), USNR, Merion, Pa.: Pilot in FitRon 44, USS *Langley*, scoring direct hit on enemy tanker along coast of French Indochina, 12 Jan 1945.

★ HOOK, John C., Lt., USNR, Long Beach, Calif.: Member of air squadron, western Pacific, 26 Apr to 29 July, 1945.

★ HOYE, Francis C., Lt. Comdr., USNR, Neptune Beach, Fla.: Pilot in TorpRon 5, Palau, 30 Mar 1944.

★ HULL, David P., Lt. Comdr., USNR, Coronado, Calif.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ HUTCHERSON, Olin L., Lt. (then Lt. (jg)), USNR, East Weymouth, Mass.: Pilot in TorpRon 44, USS *Langley*, Battle for Leyte Gulf, 25 Oct 1944.

★ JOHNSON, Donald E., AOM2, USNR, Middleport, N. Y. (posthumously): Gunner on a Liberator in BomRon 104, Solomon, Gilbert and Caroline Islands.

★ JONES, Harold W., AMM2, USNR, Winnsboro, S. C. (posthumously): Gunner on a Liberator in BomRon 104, Solmon, Gilbert and Caroline Islands, 4 Dec 1943 to 5 Jan 1944.

★ KERR, Julien W., Jr., Lt. (jg), USNR, Long Beach, Calif.: Member of air squadron in central Pacific, 28 Jan to 20 Apr 1944.

★ KELLY, Leo, Lt. (jg) (then Ens.), USNR, Brookline, Pa.: Pilot in FitRon 44, USS *Langley*, French Indochina, 12 Jan 1945.

★ KILLEFER, Tom., Lt., USNR, Hermosa Beach, Calif.: Pilot in FitRon 17, Solomons and Bismarck Archipelago, 26 Jan to 7 Mar 1944.

★ LASTER, Conley C., Lt. Comdr., USN, Norfolk, Va.: Pilot in BomRon 80, USS *Ticonderoga*, Philippine Islands, 13 Nov 1944.

★ LEISHMAN, Robert O., AMM2, USN, Vancouver, Wash. (posthumously): Gunner of of Liberator in BomRon 104, Solomons, Gilbert and Caroline Islands, 29 Aug to 17 Sept 1943.

★ LONG, William R., Ens., USNR, Cumberland, Md.: Aerial flight operations, western Pacific, 30 Mar to 12 July 1945.

★ LYSNE, Sigfred G., Lt. (jg), USNR, Vero Beach, Fla.: Pilot in FitRon 7, USS *Hancock*, Philippines area, 26 Oct 1944.

★ MACKEY, William H., Lt., USNR, Flint, Mich.: Section leader in BomRon 7, USS *Hancock*, Battle for Leyte Gulf, 25 Oct 1944.

★ MAGNUSSON, Eric, Lt., USN, Northeast Harbor, Me. (posthumously): Division leader of fighting planes, USS *Franklin*, Bonin Islands, 4 Aug 1944.

★ MANSELL, Gean T., Lt. (jg), USNR, Guthrie Center, Iowa: Flight operations, western Pacific, 18 Jan to 9 Aug 1945.

★ McBRIDE, William E., Lt. Comdr., USNR, Pontiac, Ill.: Pilot in BomRon 16, USS *Lexington*, Philippines area, 21 Oct 1944.

★ McGLINN, John A., Jr., Lt. Comdr. (then Lt.), USNR, Philadelphia, Pa.: Pilot in TorpRon 81, USS *Wasp*, against installations in Japan, 16 Feb 1945.

★ McGRAW, Bruce A., Lt. Comdr., USN, National City, Calif.: Pilot in Air Group 13, USS *Franklin*, Bonin Islands, 31 Aug 1944.

★ McKAIG, Bruce B., Lt. (jg), USNR, Reno, Nev.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ MEYER, Frederick E., Lt. (jg), USN, Indianapolis, Ind.: Pilot in FitRon 10, USS *Intrepid*, Ryukyu Islands, 12 Apr 1945.

★ MILLER, Jake E., Lt. (jg), USNR, Abilene, Tex.: Pilot in BomRon 13, USS *Franklin*, Battle for Leyte Gulf, 24 Oct 1944.

★ MOSKALIK, Maurice, Lt., USNR, Pawtucket, R. I.: CO of a patrol plane near Tidaro Island, Halmahera, 3 and 4 Sept 1944.

★ MOYER, Conrad J., Lt. (jg), USNR, Minneapolis, Minn.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ MULCAHY, William C., Lt. (jg), USNR, Sikeston, Mo.: Flight operations in western Pacific, 29 Mar to 19 June 1945.

★ NORBENT, Albert, Lt. (jg), USNR, Denver, Colo.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ ODOM, Woodrow W., Lt., USNR, Dallas, Tex.: Leader of 4-plane division in FitRon 7, USS *Hancock*, Philippine Islands, 26 Oct 1944.

★ O'DONNELL, Ralph N., Lt. (jg) (then Ens.), USNR, Lombard, Mont.: Pilot in TorpRon 18, USS *Intrepid*, Sibuyan Sea, 25 Nov 1944.

★ PAULEY, Robert J., Ens., USNR, Red Oak, Iowa: Flight operations in western Pacific, 28 Mar to 2 June 1945.

★ PEARCE, William, Lt., USNR, Cincinnati, Ohio: Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 18 and 19 Mar 1945.

★ REINER, Milton E., Lt. (jg), USNR, Oakland, Calif.: Flight operations in western Pacific area, 14 May to 25 July 1945.

★ PETERSON, Dale, Comdr., USN, Beulah, N. D.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay, 1 Feb 1945.

★ PETERSON, Reuben F., Lt. (jg) (then Ens.), USNR, Madrid, Iowa: Pilot in FitRon 41, USS *Independence*, Philippines area, 15 Dec 1944.

★ PICKENS, Peshing C., Lt., USNR, Cloverdale, Ind.: Pilot in BomRon 13, USS *Franklin*, Battle for Leyte Gulf, 24 Oct 1944.

★ PRICHARE, Malvin M., Lt., USNR, Onaway, Mich.: Pilot in FitRon 20, USS *Enterprise*, Philippine Islands, 13, 14 and 19 Nov 1944.

★ PRITZLAFF, Paul E., USNR, New York City: Pilot in TorpRon 13, USS *Franklin*, vicinity of Formosa, 12 Oct 1944.

★ RAMAGE, James D., Lt. Comdr., USN, Annaheim, Calif.: Pilot in BomRon 10, USS *Enterprise*, Truk Atoll, Carolines and New Guinea, January through April 1944.

★ RAY, Billy D., Lt. (jg), USNR, Kansas City, Mo.: Pilot in TorpRon 13, USS *Franklin*, vicinity of Formosa, 12 Oct 1944.

★ RAYMOND, Edward J., Lt. (jg), USNR, Manchester, N. H.: Flight operations in western Pacific, 29 Mar to 2 July 1945.

★ RICE, Terrence S., Lt. Comdr., USNR, Kingfisher, Okla.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.



ADMIRAL Nimitz receives 1946 Club of Champions Award of Catholic Youth Organization from Cardinal Spellman.

33 Honored for Heroism After Attacks on Cavite

Thirty-three former civilian employees of the U. S. Navy Yard, Cavite, P. I., have been awarded the Meritorious Civilian Service Award for heroism following Japanese attacks on the Navy Yard 10 Dec 1941.

The civilians gave first aid to the wounded, repaired damaged ships and aviation units, loaded supplies and ordnance equipment for transportation to Corregidor and Bataan, procured vital materials, destroyed confidential records and restored order among personnel in the Manila Bay area.

★ SAWYER, Andrew J., Jr., Lt. (jg), USNR, Shreveport, La. (posthumously): Pilot in FitRon 87, USS *Ticonderoga*, vicinity of Inland Sea, 28 July 1945.

★ SEARLES, Waymon D., Lt., USNR, Sulphur Springs, Tex. (posthumously): CO of a Liberator in BomRon 104, Solomons, Gilbert and Caroline Islands, 15 Jan to 7 Mar 1944.

★ SERRELL, Victor E., Lt. (jg), USNR, Elizabeth, N. J.: Pilot in Air Group 18, USS *Intrepid*, Philippine Islands, 24 Sept 1944.

★ SHERIDAN, Eugene, Lt., USNR, Los Angeles, Calif.: Section leader in FitRon 20, USS *Enterprise*, Philippine Islands area, 15 and 18 Oct 1944.

★ SHERRILL, Hugh V., Lt. (jg), USNR, Biloxi, Miss.: Pilot in FitRon 81, USS *Wasp*, vicinity of Indochina, 12 Jan 1945.

★ SIMARD, Harry L., Ens., USNR, Holyoke, Mass.: Flight operations, western Pacific, 28 Mar to 2 June 1945.

★ SPURGEON, Norman W., Lt. (jg), USN, Hoquaim, Wash.: Pilot in TorpRon 80, USS *Ticonderoga*, Philippine Islands area, 25 Nov 1944.

★ SUDDRETH, John M., Lt. (jg), USN, Deer Lodge, Mont.: Pilot in FitRon 11, USS *Hornet*, Philippine Islands, 5 Nov 1944.

★ THOMPSON, Clarence L., Lt. Comdr. (then Lt.), USNR, Jacksonville, Fla.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ THOMPSON, Noal L., Lt., USNR, Cahone, Colo.: Pilot in FitRon 18, USS *Intrepid*, Luzon, 29 Oct 1944.

★ THROCKMORTON, Bruce H., Lt. (jg) (then Ens.), USNR, New York City: Pilot in FitRon 18, Central Luzon, 25 Nov 1944.

★ TRULY, Everette G., Jr., Lt. (then Lt. (jg)), USNR, San Francisco: Pilot in CompRon 40, Solomons and Bismarck Archipelago area, 13 Sept 1943 to 25 Jan 1944.

★ UNIVERSAW, Robert J., Ens., USNR, Indianapolis, Ind. (posthumously): Pilot in CompRon 90, USS *Steamer Bay*, Iwo Jima, 16 Feb to 7 Mar 1945.

★ WALKER, Earl P., Lt. (jg), USNR, Orlando, Fla.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ WEISBERG, Meyer, ARM3, USNR, Brookline, Mass. (posthumously): Radio-gunner in BomRon 84, USS *Bunker Hill*.

★ WILSON, Robert C., Lt., USNR, Santa Barbara, Calif.: Pilot of fighter plane, Palau, 30 Mar 1944.

NAVY AND MARINE CORPS MEDAL

★ ALYWARD, Edward J., Lt. Comdr. (then Lt.), USNR, Geneva, Ill.: Commander of a patrol plane, vicinity of Hawaiian Islands, 14 June 1944.

★ BAKER, George M., Lt. (jg) (then Ens.), USN, Westport, Conn.: Assisted in fire fighting when Liberator crashed on Stickell Field, Eniwetok, 9 Aug 1944.

★ DEAN, Robert W., Lt. (jg) (then Ens.), USNR, Sledge, Miss.: Organizing and directing search party for George R. Tweed, RM1, USN, from Japanese-held Guam, 10 July 1944.

★ LOGAN, Benjamin T., Lt., USNR, Barnum, Wis.: Assistant OinC, LCT 340, effecting rescue of seaman, Cape Bon, Tunisia, 9 Feb 1944.

★ PIEGARI, John G., Lt. Comdr. (then Lt.), USNR, New York City: Aided fellow officer in clearing ship when USS *Liscome Bay* was sunk, 24 Nov 1944.

★ RYAN, Walter C., Lt. (then Ens.), USNR, Malden, Mass.: Saving lives of several men trapped in engineroom, USS *Independence*, when hit by torpedo, 20 Nov 1943.

★ SANDERSON, Frederick D., TM1, USN, Billings, Mont.: Assisted in effecting rescue of trapped shipmate, USS *Laffey*, during night action off Savo Island, 13 Nov 1942.

★ THERRIEN, Leo E., Lt., USN, Marshfield, Ore.: Senior salvage officer during operations on Wreck No. 7, Manila Bay, 19 Nov 1945 to 9 Jan 1946.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ COCKELL, William A., Capt., USN, San Diego, Calif.: CO of USS *Thatcher* and ComDesDiv 108, operations in Pacific, February to September, 1945.

★ MOORE, Allen W., Comdr., USN, Queen Anne, Md.: CO of USS *Cony*, Camotes Sea Area, 29 Nov 1944.

★ WILL, Charles, R., Capt., USN, Arlington, Va.: CO of USS *Flint* and commander of support and salvage Units, Pacific, from 2 Dec 1945.

Gold star in lieu of second award:

★ ADAMS, Johnston C., Lt., USNR, Corinth, Miss.: CO of LST 446, operations in Solomon Islands, July 1943 to May 1944.

★ BRADY, Parke H., Capt., USN, Washington, D. C.: CO of USS *Hailey*, assault and occupation of Kwajelein, Eniwetok, Guam and Palau Islands, January 1944 to January 1945.

★ HUNTER, Raymond P., Comdr. (then Lt. Comdr.), USN, Sherman, Tex.: OOD of USS *Washington*, operation off Savo Island, 14-15 Nov 1942.

★ MCCLAIN, Warren H., Capt., USN, Newport, R. I.: CO of USS *Russell*, action in Aleutian and Gilbert Islands, 14 Jan to 12 Dec 1943.

★ WUELLNER, George E., Lt. (jg), USNR, Urbana, Ill.: Executive and Gunnery Officer of LCI (G) 469, on Iwo Jima, 17 Feb 1945.

First award:

★ ANDREWS, Rex W., GM3, USNR, Parkersburg, W. Va. (posthumously): Aboard USS *Maryland*, action near Okinawa, 7 Apr 1945.

★ ARPIN, Laurence C., Lt. Comdr., USNR, Berkeley, Calif.: Executive officer of USS *Holston*, salvage operations in Atlantic, 14 Oct 1944.

The Bronze Star citation for Comdr. Howard P. Bacon, USNR, as published in the January issue of ALL HANDS, was listed as having been presented posthumously. Comdr. Bacon, now on inactive duty, is living in New York City.

★ BEEMAN, Arthur C., CPHM, USN, Philadelphia, Pa. (posthumously): Attached to USS *Amberjack*, Solomon Islands area, 3 Sept to 30 Oct 1942.

★ BLACKWOOD, Buress L., MM2, USNR, Pineville, La. (posthumously): Member of underwater demolition team, capture of Iwo Jima, 17 Feb 1945.

★ BLETTEL, David, MM1, USNR, Carson City, Nev. (posthumously): Attached to underwater demolition team 9, on Leyte Island, 19 Oct 1944.

★ BLOUIN, Francis J., Comdr., USN, Annapolis, Md.: CO of USS *Sterett*, operations in Pacific, February to December, 1944.

★ BOBBA, Primo L., MOMM1, USN, Springfield, Mass.: Serving on USS *Runner*, Toagel Mlungui Passage, Palau, 18 Jan to 7 Mar 1943.

★ BROCKMAN, Robert J. CTM, USN, Columbus, Neb. (posthumously): Attached to USS *Trout*, Shiono-Ashizuri Saki Area, 24 Mar to 17 May 1942.

★ CLARK, Frank B., Lt. (then Lt. (jg)), USNR, Pomeroy, Wash.: CO of an LCI (gunboat) during invasion of Leyte Island, 20 Oct 1944.

★ CLARKE, Frederick B., Lt. Comdr., USN, Washington, D. C.: Gunnery and torpedo officer aboard USS *Sawfish*, patrols in Pacific area.

★ CLINE, John Franklin, Lt. (jg), USNR, Powell, Wyo.: Plotting officer, USS *Bang*, for aiding in the sinking of 24,000 tons of enemy shipping.

★ CLOUSE, Francis C., CGM, USN, Minot, N. D. (posthumously): Serving aboard USS *Hugh W. Hadley*, action off Okinawa, 11 May 1945.

★ COLE, Francis W., Lt. (then Lt. (jg)), USNR, Chevy Chase, Md.: Attached to LCI (G) Flotilla 3, Pacific area, June to July, 1944.

★ DAVIS, Robert H., Lt., USNR, Harrison, N. Y.: Serving on USS *Ingersoll*, operations from 15 Jan to 2 Dec 1944.

★ DITCH, William I., CPHM, USNR, Grundy Center, Iowa: Attached to the Army in the defense of Philippines, from 7 Dec 1941 to 6 May 1942.

★ ELLIOTT, Bert Alfred, FC3, USNR, Mobile, Ala. (posthumously): Serving aboard USS *Newcomb* on 6 Apr 1945.

★ FISTE, Harold Le Roy, CEM, USN, Milwaukee, Wis. (posthumously): Aboard USS *Trigger*, patrol in the Caroline Islands area, 1 Jan to 23 Feb 1944.

★ FLEMMING, Joseph L., CM2, USNR, Reading, Pa. (posthumously): Member of underwater demolition team during capture of Iwo Jima, 17 Feb 1945.

★ FLOOD, Donald R., CPHM, USN, Akron,

Reserve Commendation Ribbon List Announced

A list of eligible officers for the award of the Reserve Special Commendation Ribbon was announced in BuPers Circ. Ltr. 8-47 (NDB, 15 January).

The ribbon has been awarded to officers of the Organized Naval Reserve and MarCorps Reserve who officially commanded for a period of four years, between 1 Jan 1930 and 7 Dec 1941, an organized battalion, squadron, or separate division (not part of a battalion) of the Naval Reserve, or an organized battalion or squadron of the MarCorps Reserve. The officers have a total service in either Reserve of not less than 10 years.

Officers not named on the list who, after study of Alnavs 180-46 and 223-46, consider themselves eligible for the award may submit requests for consideration to BuPers or to the Commandant, MarCorps.

HOW DID IT START

SOS—Distress Code

One of the most widely used code signals for marine disasters is the SOS; and from the initials many expressians have arisen such as "Save Our Souls," "Sink Or Swim," "Same One's Sinking," etc., which have no bearing an the signal itself.

Before the cade SOS was used, the letters CDQ were in vogue, but that was before 1912 when the International Telegraphers held their annual convention. There it was decided ta use letters that wauld easily be recagnized and letters which wauld be easy ta transmit when a ship was sinking or in distress.



The letters are a cade signal only and have no significance as far as wards are cancerned. The letters CDQ were used for the first time in a sea rescue when the SS *Florida* and the White Star liner, *Republic* callided in a fog aff Nantucket Shaals 23 Jan 1909.

★ DECORATIONS

Bronze Star (Cont.)

Ohio: Member of Allied Staff, Kobe Prisoner of War Hospital, Japan, 5 June to 17 Aug 1945.

★ FOWLER, Charles P., ACOM, USN, Corpus Christi, Tex.: Serving on USS *Houston* in Flores Sea, 4 Feb 1942.

★ FOWLER, George E., Lt. (then Lt. (jg)), USNR, Seymour, Iowa: CO of a torpedo boat, coast of Normandy, 8 and 9 June 1944.

★ GINTHER, Joseph M., Lt., USNR, Albert Lea, Minn.: CO of USS *Cogswell*, Pacific war area, from 15 Jan to 15 Aug 1944.

★ GOLAY, Frank H., Lt. Comdr., USNR, Warrensburg, Mo.: Serving on USS *Puffer* fourth war patrol in Japanese-controlled waters.

★ GORDON, Paul E., SF1, USNR, Omaha, Neb. (posthumously): Member of underwater demolition team, capture of Iwo Jima, 17 Feb 1945.

★ GRACE, Warren G., BM1, USNR, West Medford, Mass.: In operations against Japanese on Guam, 9 Aug 1944.

★ GREENLEE, Norfleet C., SP(F)2, USNR, Duncan, Okla. (posthumously): Serving on USS *Yuma*, Ryukyu Islands, 17 Apr 1945.

★ GRIFFITH, Thomas R., Comdr., USNR, Philadelphia, Pa.: Serving on USS *South Dakota* in battles and operations for 31 months.

★ HARPER, James Q., TM3, USNR, Farmersville, Calif. (posthumously): Serving on USS *Sculpin*, Truk Island area, 19 Nov 1943.

★ HARRINGTON, James D., S2 USNR, Humboldt, Tenn. (posthumously): Serving on USS *Maryland*, Ryukyu Islands, 7 Apr 1945.

★ HARRISON, Donald W., CEM, USN, San Diego, Calif. (posthumously): Member of crew of USS *Trout*, Shiono-Ashizuri Saki Area, from 24 March to 17 May 1942.

★ HEADLEY, Gilbert J., Lt., USNR, Shaker Hts., Ohio: CO of a landing craft during invasion of Leyte, 20 Oct 1944.

★ HILKE, Earl E., MM2, USNR, Altura, Minn. (posthumously): Member of an underwater demolition team during capture of Iwo Jima, 17 Feb 1945.

★ HINES, Milton A., Lt., USNR, Booneville, N. C.: Boat officer aboard a landing craft, invasion of Saipan, 15 and 16 June 1944.

★ HJORT, James A., S2, USNR, El Cajon, Calif. (posthumously): Attached to USS *Spectacle*, Ryukyu Islands, 25 May 1945.

★ HOLSTE, Raymond, Jr., S1, USNR, Burley, Idaho. (posthumously): Serving on USS *Halloran*, near Okinawa, 21 June 1945.

★ INGRAM, Robert F., SM1, USN, Springfield, Ill.: Member of the beach defense at Communication Center, Corregidor, during invasion. by enemy, 5 and 6 May 1942.

★ IRVIN, Ernest J., CPHM, USN, Abbeville, La.: Member, Allied Staff, Kobe Prisoner of War Hospital, Japan, from 5 June to 17 Aug 1945.

★ KEAN, Donald T., Lt., USNR, Valencia, Pa.: OinC of naval combat demolition unit, invasion of Southern France, 15 Aug 1944.

★ KELLEY, Lawrence F., RM3, USNR, Brooklyn, N. Y.: Serving on USS *Laffey*, off coast of Okinawa, 16 Apr 1945.

★ KERBOW, Harry J., CPHM, USN, San Diego, Calif. (posthumously): Attached to the 4th Marines during defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ KIZILSKI, Peter, MM2, USN, Southington, Conn. (posthumously): Serving on USS *Newcomb* during Japanese suicide air attacks, 6 Apr 1945.

★ KOLLEGAS, Ulysses, S1, USN, Lorain, Ohio (posthumously): Serving on USS *Borie*, off Honshu, Japan, 9 Aug 1945.

★ KYSELKA, Carl, Lt. Comdr., USNR, Salt Lake City, Utah: Serving on USS *Bataan*, POA, 18 Sept 1944 to 30 Aug 1945.

★ LABAK, Edward J., Lt., USNR, Kingston, Pa.: Leader of a wave of landing boats, invasion of Saipan, 17 June 1944.

★ LAMBERT, Frederick J., QM2, USNR, Lowell, Mass.: Member of rescue party aboard USS *Skate*, POA.

★ LAWHEAD, Ralph W., Cox., USNR, Cleveland, Ohio (posthumously): Serving on USS *LSM 135*, off Okinawa, 25 May 1945.

★ LYNCH, James P., Lt. Comdr. (then Lt.), USN, Newport, R. I.: Serving on USS *Snook*, POA.

★ MACKNICKI, Stanley W., MM2, USN, Crystal Beach International Falls, Minn.: Serving on USS *Mindanao*, off coast of Bataan, 9 Apr 1942.

★ MALFEO, Marvin A., Ens., USNR, Staples, Minn. (posthumously): Member of underwater demolition team, Leyte Island, 19 Oct 1944.

★ McKENNA, James, Jr., Lt., USNR, Dunellen, N. J.: Attached to USS *Fayette*, POA. 21 July 1944.

★ MARLOW, Wilbert F., Lt. (then Ens.), USN, Washington, D. C.: Serving on USS *Thresher*, POA.

★ MEECE, Robert E., SM2, USNR, Dayton, Ohio (posthumously): Attached to USS *Frederick C. Davis*, 24 Apr 1945.

★ MONGEAU, Robert G., MM2, USNR, Westfield, Mass.: Serving on USS *Hopping*, off Okinawa, 9 Apr 1945.

★ MUNDAY, Arthur B., GM3, USNR, Los Angeles, Calif.: Serving on USS *Gilligan*, Lingayen Gulf Area, 12 Jan 1945.

★ NEEDHAM, George M., EM2, USNR, Miami, Fla. (posthumously): Controllerman on USS *Seawolf*, Formosa and Bonin Island Areas, 3 Apr to 3 May 1943.

★ NICASTRO, Samuel, CEM, USN, Sharon, Pa.: Serving on USS *Hopping*, assault on Okinawa, 9 Apr 1945.

★ PACE, Delmont N., CTM, USN, Norwich, Conn. (posthumously): Serving on USS *Runner*, Toagel Mlungui Passage, Palau, from 18 Jan to 7 Mar 1943.

★ PARCELS, Rex L., Lt. Comdr., USNR, Berkeley, Calif.: Serving on USS *Sunfish*, POA. from 20 Aug to 27 Sept. 1944.

★ PECK, George T., Lt. (jg) (then Ens.) USNR, Cambridge, Mass.: On special intelligence mission behind German lines, Northern Italy, 30 Sept. 1944.

★ PITSER, Charles E., TM2, USN, Seattle, Wash. (posthumously): Member of crew, USS *Sculpin*, Truk Island Area, 19 Nov 1943.

★ PREBLE, Casmer E., Lt. (jg), (then Ens.), USN, Portland, Ore.: Serving as assistant signal officer on staff of a naval task force commander, Central Mediterranean area.

★ RAWLINGS, Jack P., CEM, USN, Cameron, Mo. (posthumously): Serving on USS *Scorpion*, east coast of Honshu, Japan, 5 Apr to 8 May 1943.

★ READING, Douglas K., Lt., USNR, Ann Arbor, Mich.: CO of an LCI, Leyte, 20 Oct 1944.

★ RHINE, Lloyd R., CAEROM, USN, Sidney, Nebr.: Attached to the beach defense, Communication Center, Corregidor, 5 May 1942.

★ RILEY, William E., CPHM, USN, Warrington, Fla.: For service to his fellow POWs in China and Japan.

★ ROBINSON, Leland P. Jr., Lt. Comdr., USNR, Selma, Calif.: Radar officer of USS *Tunny* during war patrols in enemy-controlled waters.

★ ROGERS, Benjamin F., CRT, USNR, Berkeley, Calif. (posthumously): Radar operator on USS *Seawolf*, East China Sea, 14 Aug to 15 Sept 1943.

★ ROTH, Rudolph G., Electrician, USNR, Watertown, S.D.: Maintaining motor torpedo boats, SoWesPac, Aug 1943 to Aug 1944.

★ RUNNELS, Adrian, S1, USN, Phoenix, Ariz. (posthumously): Member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ RYAN, Joseph F., Lt., USN, Pittsburgh, Pa.: Serving on USS *Sealion*, second war patrol, 17 Aug to 30 Sept 1944.

★ SCHEIDT, August J., SK3, USNR, Lincoln, Neb. (posthumously): Serving on USS *Daly*, Ryukyu Islands, 28 Apr 1945.

★ SCHORK, Fred W., GM2, USNR, Irvington, N. J., Serving on Torpedo Boat 163, Solomons, New Guinea and Netherlands East Indies, 6 Dec 1943 to 1 Nov 1944.

★ SCOTT, Harold A., Cox., USN, Saratoga, Wyo. (posthumously): Serving on USS *Maryland*, Ryukyu Islands, 7 Apr 1945.

★ SHUMWAY, Kenneth W., PHM2, USN, Portland, Ore. (posthumously): Attached to Fourth Marines, Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ SIPES, Albert C., Lt., USNR, Kansas City, Kans.: Attached to joint Army-Navy reconnaissance party, Oleana Bay Area, Solomon Islands, from 14 June to 26 June 1943.

★ SLONIM, Gilven M., Comdr., USN, Duluth, Minn.: Attached to Staff of Commander, 3rd Fleet, Battle for Leyte Gulf, 10 Oct to 26 Oct 1944.

WHAT'S IN A NAME

Crow's Nest

The next time thot visitors oboard ship ask for the little nest where the "birdies" live, don't feel oshomed to point to the crow's nest and soy, "there it is, lady."

The little house on the mast where the lookouts get their daily sunshine, and which, in novol parlonce, is known as the crow's nest, derived its nome, oddly enough, from o cage which housed rovens.



The crow's nest first come into existence in the doys of the Norsemen, who used to corry rovens in a coge on the most. When the soilors lost sight of lond, they would releose one of the rovens ond follow its flight as the bird heoded shoreword.

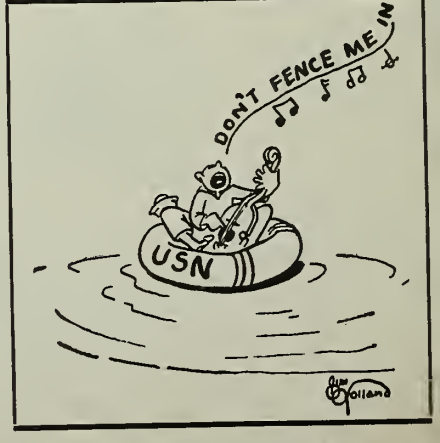
A crude but efficient woy of navigating ot the time.

Command Performance

The skipper had a somewhat exotic taste in moving pictures and, when he discovered one he admired, liked to see it again and again. Sometimes he even wanted to see it again.

He got that way about a sagebrush epic, "Skipalot Scaggett." The second time this horse opera was exhibited the crew of the USS ———— muttered a little. The third time they openly snarled. When the movie operator brought the despised drama on board a fourth time—on the captain's orders—he posted the following notice on the bulletin board:

"Returned by popular demand—'Skipalot Scaggett.'"



NavTraCen, San Diego

★ SMITH, Charles D., Lt. Comdr., USN, Memphis, Tenn.: Serving on USS *Houston*, Battle of Java Sea, 27 Feb 1942.

★ SNYDER, Frank H., PHM3, USNR, Dickerson Run, Pa.: Attached to 3rd MarDiv, Iwo Jima, 11 Mar 1945.

★ STRONG, Paul, Comdr., USNR, Houston, Tex.: Intelligence officer attached to a motor torpedo boat squadron, Solomon Islands, April 1943 to Jan 1944.

★ SULLIVAN, Hugh E., CMOMM, USN, Portsmouth, N. H. (posthumously): Serving on USS *Tullibee*, second war patrol in Japanese waters, 28 Sept to 19 Nov 1943.

★ SUMPTER, Frank W., MOMM3, USNR, Wilmington, Ohio (posthumously): member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ SWEARS, Cleon F., MM1, USNR, Lake Luzerne, N. Y. (posthumously): Serving on USS *Isherwood*, vicinity of Kerama Rhetto, 22 Apr 1945.

★ TAPSCOTT, Donald E., CPHM, USN, Long Beach, Calif.: Interned as POW at Bilibid Prison, Manila, 1 June 1942 to 13 Dec 1944.

★ TOWNSEND, Richard W., Lt., USNR, Springfield, Ill.: Assistant intelligence officer and mining officer, ComMinPac, 1 Sept 1945 to 1 Apr 1946.

★ TURNER, Charles W., Lt., USNR, Henderson, N. C.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ TURNER, James L., CAEROM, USN, Long Beach, Calif.: Serving at Kiska Aerological Station, Kiska, Alaska, 7 June 1942.

★ TURNER, Vernon G., Comdr., USN, Manitomoc, Wis.: CO, USS *Billfish*, sixth war patrol, Pacific waters, 6 October to 27 Nov 1944.

Cardinal Spellman Honored

The Navy has presented to Cardinal Spellman a certificate of appreciation for meritorious service and achievement as Vicar of the Armed Forces during the war. The certificate was signed by Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

A similar award was presented to the Military Ordinariate, the agency in charge of appointing and maintaining Catholic chaplains in the armed forces.

★ WAGGONER, James S., CEM, USN, Fresno, Calif. (posthumously): Serving on USS *Kete*, Ryukyu Islands, March 1945.

★ WAGNER, John H., Lt. (then Ens.), USNR Salem, Va.: OinC, motor torpedo boat, Solomons Campaign, 16 July to 1 Nov 1943.

★ WEEKS, John R., CTM, USNR, Independence, Mo.: Serving on USS *Trigger*, Caroline Islands, 1 Jan to 23 Feb 1944.

★ WELSH, Clyde L., Lt. Comdr. (MC), USNR, Northeast Seattle, Wash. (posthumously): Rescuing wounded personnel when Cavite navy yard was bombed, 11 Dec 1941.

★ WHITE, Duane J., MOMM2, USN, Stockton, Calif.: Serving on USS *Sculpin*, Truk Island Area, 19 Nov 1943.

★ WHITE, Ralph R., WT2, USNR Huntsville, Mo. (posthumously): Serving on USS *Butler*, Ryukyu Islands, 25 May 1945.

★ WILEY, Ivan V., Lt. (then Lt. (jg)), USNR, Berkeley, Calif.: Airborne radar and radio maintenance officer, USS *Sangamon*, Ryukyu Islands, 21 March to 4 May 1945.

★ WILLBANKS, Herman D., F1, USNR, Wichita, Kans. (posthumously): Member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ WILSON, James M., PHM1, USN, Caneyville, Ky. (posthumously): Assigned to first aid station, Cavite Navy Yard, Philippines, 10 Dec 1941.

★ WILSON, William M., Lt. Comdr., USNR, Brooklyn, N. Y.: Communications officer on staff of flag officer in command of a task group of Fleet, Philippines, 25 Oct 1944.

★ WITZEL, Marvin A., S1, USN, Newport, Minn. (posthumously): Telephone talker in air defense station, USS *Colorado*, Linguayan, 1 to 9 Jan 1945.

★ WOLSIEFFER, Frederick, Comdr., USN, New York City: CO, USS *Wilkes*, SoWesPac, February to August, 1944.

★ WOODKE, Frank A., Lt. (then Lt. (jg)), USN, Schaller, Iowa: Maneuvering ship, USS *John D. Edwards* when CO and executive officer were injured by gun blast, Bandoeng Strait, night of 19 and 20 Feb 1942.

★ WRIGHT, Carlton H., Rear Admiral, USN, Crestwood, Ky.: ComCruDiv 4, landings at Kiska, Alaska, 9 August to 9 Dec 1943.

★ WRIGHT, George W., Jr., PHM1, USN, Kansas City, Mo. (posthumously): Serving on USS *Bonefish*, war patrol in Japan Sea.

★ WRIGHT, Richard M., Lt. Comdr., USN, San Francisco: Plotting officer of a U. S. submarine during a war patrol in Pacific ocean.

U.S. SAILORS MUST DRINK THEIR COFFEE: IT'S THE LAW

Congress can draw constant comfort from the enthusiastic way that the Act of 23 May 1872 is carried out by the U. S. Navy. Probably no Congressional edict in history has been executed with such promptitude, omnitude and crushing aptitude as the legislation introducing the sailor to the coffee bean.

"An additional ration of coffee and sugar," the Act read, is "to be served at . . . first turning out . . ." It was a case of love at first gulp.

Falling to with a will, the Navy swilled distillations of the berry in awesome quantities. Sailors, drinking their coffee at every opportunity in every clime, endowed the fluid with panacean properties far beyond the reach of caffein. Venerable CPOs began to exude coffee fumes at every pore.

Few of them knew—or know yet—how perilously close they came to being tea-drinkers. Or why Congress cared whether they drank coffee, tea or the blood of a turnip. As a matter of fact, Congress didn't care and probably doesn't care now. Sole concern of Congress was to wean the sailor away from his grog.

Shipboard consumption of grog became illegal on 1 Sept 1862 ". . . except as medicine and upon the order and under the control of the medical officer . . ." As early as 1840, however, Capt. E. A. F. Lavallette, USN, reported that "only 140 out of 850" on the USS *Ohio* "draw their Grog." He recommended that sugar and tea be made "part of the Ration, and a reduction made of one half the allowance of Grog."

Capt. Lavellette neglected to add that sailors could draw five cents a day in lieu of the spirit ration. If this is accepted as an explanation for low grog consumption on the *Ohio*, it necessarily stamps the sailor of that period as a careless fellow—one who would lock up his money and leave his whiskey lying about.

Whatever the 1840 sailor might have been, his successors can carry more coffee than a Glasgow taxi does passengers. The Navy man looks on the coffee urn as the Moslem looks on Mecca, touching a reverential finger to his forelock at bare mention of the stuff. Sugar and creamed or black as a bosun's heart, coffee is the sailor's passion and he has given it more names than a Spanish grandee.



RADIOPHOTO shows most popular item in Antarctica. James T. Huff, CM2, heads for mess tent with a load of joe.

Java, jamoke, murk and mud are a few of the more gentle appellations. Sometimes they call it sludge, silt and shot-in-the-arm. Mostly, though, the sailor calls his coffee joe, probably a natural derivative of the song, Old Black Joe.

Respected as a morale builder, revered as a mid-watch eye-opener, quaffed in tremendous amounts, still joe is not sacred to salty wits, who profess to believe that coffee causes particularly malignant ulcers. This is a base canard. . .

Fireroom joe does not contain boiler compound.

Engine room joe does not contain battery acid.

Signal bridge joe, despite its fame as the inkiest brew aboard ship, does not get that way from boiling the Third Repeater.

There is no doubt, however, that shoreside coffee pales when compared with the shipboard brand. A hash-marked, salt-rimed machinist's mate, handed a cup of commercial coffee, is said to have sipped it and opined:

"Better clean them evaps—we're making a little salt."

And, as for Army coffee, it is thought by some authorities to be brewed from cast-off Navy grounds, dredged up from Hampton Roads.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

New Rating Plan Affects All Enlisted Personnel

There've been some changes ordered—in the Navy's enlisted structure, that is: sweeping changes that will affect every man with a crow on his sleeve or watch mark on his shoulder.

How these changes will affect each man may be seen in a glance at the summary which begins on p. 57. There will be found the 11 occupational groups into which the postwar rating structure has been divided. Under each group the new ratings are listed, followed in each case by the rating or ratings they replace and a brief note on the duties of the new rating. With the summary of the 11 groups will be found a few paragraphs on how the new structure applies to non-rated men. The new warrant structure concludes the summary.

It all goes into effect on or about 1 Jan 1948. As of that date the signalman rating will be merged with the quartermaster rating; water tenders will join the new boilerman rating; radiomen, mailmen, yeomen may become telemen or personnel men, or assume other titles, depending upon their individual talents.

The cold dope is contained in BuPers Circ. Ltr. 25-47 (NDB, 31 January).

The new enlisted and warrant structure is the result of long study by BuPers and of recommendations from Navy bureaus, offices, the Fleet and training commands. It is based upon the following "premises, policies and concepts":

• The Navy's peacetime mission is to produce broadly qualified, versatile personnel who in time of emergency can be advanced to higher positions of responsibility.

• The rating shall be the vehicle for an occupational career in the Navy, and shall lead to warrant classification. (In the postwar rating structure, *all* ratings lead to warrant grade for the successful man).

• Individual postwar ratings were established to the end that jobs which require essentially the same experience, training, techniques, abilities and physical and mental capacity shall be classified together under one rating.

• The rating structure shall be flexible to allow expansion in time of emergency from broad, general-service (peacetime) ratings to narrower, emergency-service ratings within each occupational grouping (see below).

• Conversely, the new rating structure is designed to ease "reconversion" from specialized, emergency ratings back to a broad, general peacetime structure following demobilization.

The matter of emergency service and exclusive emergency service ratings needs fuller explanation. The new rating structure provides that, in an emergency, the personnel in a given general service rating in which their skills and qualifications are stated in a broad, general manner, would be divided into a number of emergency service ratings, in which the individuals' skills would be more precisely catalogued. For instance, provision is made for the rating of boatswain's mate (BM) as a general service rating in the postwar structure. This rating will include personnel of varying and diverse skills. In an emergency, individual skills would be recognized and boatswain's mates distributed among these emergency service ratings: boatswain's mate G (BMG), shipboard boatswain's mate; boatswain's mate B (BMB), construction battalion boatswain's mate; boatswain's mate S (BMS), stevedore; boatswain's mate K (BMK), canvasman; boatswain's mate R (BMR), rigger.

Similarly, other general service ratings would be divided. From the general service rating of quartermaster (QM) would be derived the emergency service ratings: quartermaster Q (QMQ), quartermaster; and quartermaster S (QMS), signalman.

Some general service ratings are not provided with the more specifically descriptive emergency service ratings. This is the case in those ratings whose skills, expressed in the general service rating, cannot be further subdivided. Such ratings include electronics technician (ET), disbursing clerk (DK), patternmaker (PM), molder (ML), to mention a few, in all of which the general service rating and the emergency service rating are identical.

It should also be noted that in addition to general service and emergency service ratings, exclusive emergency

New Shore Duty Posts Open to Line Officers

An opportunity for shore duty for line officers, including naval aviators, opened with the publication of NavAct 2-47 (NDB, 31 January).

Applications are desired for duty in Material Division and BuAer inspection offices in large industrial centers. Selected officers will take a 10-week indoctrination course at Alameda, Calif.

Lieutenants through commanders USN or USNR who have been accepted for the regular Navy, may apply if eligible for shore duty prior to June 1947.

Applications should be dispatched immediately to BuPers (Attn: Pers 311M) with statement by CO indicating availability.

Reserve Officer Training Period Planned by BuShips

Two weeks' training duty with pay for specialist Reserve officers is planned by the Bureau of Ships. Officers must have BuShips classification as SE, SE1, SE2, SE3, SE4, or SET.

The training period is scheduled tentively to begin at once and end 30 June. Reserve officers who desire to volunteer for the training may write the Naval Personnel Officer, BuShips, specifying type and location of duty desired, and the period for which they will be available.

Travel time is not counted as part of the two-week period.

Details of quarters and messing at training activities will be furnished individually to officers upon receipt of their requests.

Standard Transfer Order Has Been Revised

The standard transfer order, in use in the naval service since February 1943, has been revised as a joint BuPers-BuSandA form (NavPers-563 /NavSandA Form 536), and will be used for all transfers of enlisted personnel.

A joint BuPers-BuSandA letter (NDB, 31 January) provides complete instructions for preparing the revised form, which will be effective upon receipt. The letter said that duplication of the form is not authorized, and directed COs to obtain a six months' supply from NSDs at Oakland, Calif., and Norfolk, Va. No initial distribution will be made.

service ratings are prescribed in some occupational groups. These ratings would exist only in an emergency and have no exact counterpart in the peacetime rating structure. Generally, they would include skills which the Navy would not use in peacetime, or which the Navy would procure from sources outside its pool of enlisted manpower.

Circ. Ltr. 25-47 does *not* grant authority to make changes from present ratings to the new. It was promulgated, rather, to provide official information as a basis upon which Navy commands could set in motion the ponderous machinery that must grind before the completely-reorganized rating structure is a reality.

The letter recognized this problem, and listed as reasons for setting the "on or about 1 Jan 1948" date as:

- Enlisted and warrant personnel must have time to qualify for a new rating or warrant classification.
- Training schools, training course manuals, examinations for advancement and other aids must be provided.
- Allowances must be revised in terms of general service ratings, and complements revised in terms of emergency service and exclusive emergency service ratings.
- Classification, personnel accounting and related administrative procedures must be modified.
- Appropriate specialty marks must be designed and procured (see p. 60).

It also was noted that Reserve personnel remaining on active duty through a portion of 1947 will thus be allowed to retain their present ratings.

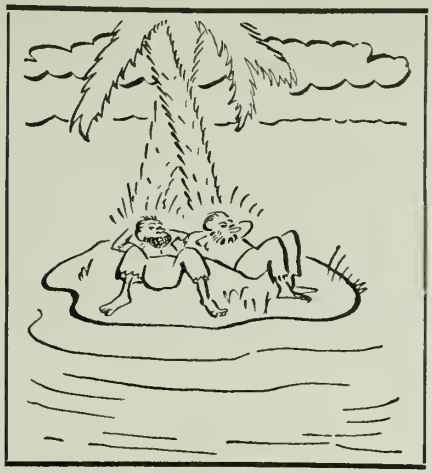
Qualifications for Advancement in Rating of Enlisted Personnel (currently to be found in the BuPers Manual) have been completely revised for the new ratings and it is planned they will be published in a separate manual, to be distributed as soon as printing can be accomplished (in approximately four months).

Qualifications for the new warrant classifications are being prepared and will be promulgated as soon as approved.

Future correspondence will deal with such matters as disposition of personnel in ratings that have been abolished or combined with others, utilization of existing training materials, necessary changes in classification and accounting practices.

The letter noted also that when the new rating structure goes into effect, personnel of the Organized Reserve will be carried in emergency service ratings to be designated.

Personnel of the Volunteer Reserve, Fleet Reserve and retired personnel will be placed in emergency service or exclusive emergency service ratings. Volunteer Reservists on active duty in peacetime as ship or station keepers will be carried in emergency service ratings.



Moth Ball Gazette, PacResFlt, San Diego

"Waddya say we just loaf today?"

Chaplains May Request Postgraduate Courses

Officers of the Chaplain Corps who will have four years of active duty by 1 September have been invited to submit applications for a postgraduate course in religious or closely allied subjects.

The request for applications, given in BuPers Circ. Ltr. 14-47 (NDB, 31 January), announced that the course would convene in September for one academic year. Applicants must name the accredited school of their choice, and submit signed agreements not to resign during the course and to serve three years in naval service after completing their studies.

The deadline for receipt of applications in BuPers is 1 May. The Alnav called attention to BuPers Circ. Ltr. 222-46 (NDB, 30 September), para. 6(u), which stated that the Chief of Chaplains would make nominations for the course.

Passover Festival Leave Schedule Is Authorized

Jewish personnel may be granted leave during the religious services in connection with the festival of Passover, from noon, Friday, 4 April, through midnight, Sunday, 6 April, at the discretion of commanding officers.

The Passover festival lasts from sunset, 4 April to sunset, 12 April, but special effort to grant leave will be made only for the two Sederim, or the home religious ceremony of the Passover.

This information was promulgated in BuPers Circ. Ltr. 23-47 (NDB 31 January), which also pointed out that leave is to be granted only in accordance with Circ. Ltr. 193-46 (NDB 31 August).

The National Jewish Welfare Board will furnish special prayer books to military organizations for the Seder services, as well as unleavened bread for the eight days of the Passover.

Petty Officer Promotions In Some Ratings Limited; No Exceptions to Ruling

Current excesses of petty officers in certain rating groups have made it necessary to limit advancements in rating which could formerly be made by commanding officers in those groups, Alnav 24-47 (NDB, 31 January) announced.

Effective 3 February, no advancements in rating will be made to the following rates:

PR2, MM2, BM2 and COX, GM2 and 3, MN2 and 3, TM2 and 3, SM2 and 3, AOM2 and 3, AOMT2 and 3, TMV2 and 3, SC2 and 3, BKR2 and 3, WT2 and 3, BGM2 and 3, ST2 and 3, CK2 and 3.

The Alnav thus modified BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946), paras. 3(a) (3) and 3(a) (4), which had established the policy that COs could, under the postwar advancement system, promote personnel to all pay grade 4 and 3 rates. Other provisions of para. 3 remain in effect.

Recommendations for exceptions under Alnav 24-47 will not be approved.

BuPers advised that the situation is under constant analysis to permit maximum advancement opportunities consistent with funds available and with personnel requirements of the Navy.

Transfer of Hospital Patients Is Curtailed

Reduced travel appropriations and a shortage of personnel have made necessary curtailment of transfer of patients between naval hospitals.

Provisions of previous directives allowing transfer of patients to naval hospitals nearer their homes at government expense and for the convenience of the patients were cancelled by a joint letter from the MarCorps, BuPers and BuMed, dated 27 January (NDB, 31 January).

Hereafter BuMed must approve in advance orders for transfer of patients from a naval hospital in one district to a naval hospital in another district at government expense. Such orders must be issued by the medical officer in command of the hospital in which travel begins.

District commandants must authorize transfers between hospitals within the district.

Letter Outlines New Discharge Conditions

Conditions governing the discharge and transportation to their homes of enlisted personnel eligible for discharge for reasons other than honorable are listed in BuPers Circ. Ltr. 21-47 (NDB, 31 January). The letter emphasizes that local civilian authorities must be informed in advance of the dischargee's name, time and place of such discharge.

Shore Based Commands Given Fleet Support Duties

SOPAs have been relieved of many of their purely administrative burdens in the Pacific Fleet by a directive from Admiral John H. Towers, USN, CincPacFlt (Pacific Fleet Letter 2L-47 of 1 Jan 1947). The letter made it clear, however, that the responsibilities of the senior office present afloat, as laid down in Navy Regs, are not lifted.

The letter noted that vital services provided the fleet by shore commands could not be administered most effectively by a SOPA, whose identity may change frequently. The use of a more permanent SOPA (Administration) office resulted in a division of responsibility and an added burden on fleet units to maintain their own records.

PacFlt ltr 2L-47 announced that Pacific naval commands will, therefore, establish a shore based commander in a number of locations to "assume and discharge Fleet Support Duties as hereinafter described."

Commands which will establish officer ashore for this purpose include ComWeSeaFron, ComHawSeaFron, ComAlSeaFron, ComMarianas, ComNavJap, ComNavForPhil, ComNOB Okinawa, and ComNavForWesPac. Locations of such offices will include San Francisco, Vallejo, Long Beach and San Diego, Calif.; Bremerton, Wash.; Pearl Harbor, T. H.; Adak and Kodiak, Alaska; Tsingtao, China; Yokosuka, Japan; Subic Bay, P.R.; Guam and Saipan.

The letter said that "assumption of these administrative Support Duties by shore based commanders will not relieve the actual Senior Officer Present Afloat of his responsibilities as laid down in U.S. Navy Regulations.

"The SOPA will insure that the shore based commander is promptly provided with correspondence and information required by him for proper discharge of his Support Duties."

The letter directed the shore based commander to contribute to efficient, timely and complete provision of all categories of services to the fleet. He is specifically to:

• Maintain the "Portfolio of senior officer present afloat," as required by Art. 809, Navy Regs.

• Prepare SOPA instructions for approval by the SOPA and to promulgate them, if requested.

• Visit newly arrived ships to determine services desired.

• Deliver copies of SOPA Instructions on arrival.

• Assist in military justice proceedings and provide other legal assistance.

• Designate a disbursing officer ashore to pay crews of ships not carrying a disbursing officer.

• Administer and make military and medical guard assignments for fleet units present.

• Coordinate with SOPA, the district commandant and other commanders all matters pertaining to shore leave, liberty, discipline and uniform ashore.

• Establish a permanent shore patrol, if none exists, and administer it, including assignment of personnel, when approved by SOPA, based on an apportionment of shore and fleet personnel present.

• Maintain contact with local civil and military police authorities to insure the welfare and legal rights of naval personnel in their custody are safeguarded.

• Provide a guard mail center and provide shore-based craft to make guard mail trips to ships present.

• Maintain a communications center for service to fleet units present, including guard assignments on fleet broadcast schedules.

• Operate a radio drill circuit as requested by SOPA.

• Operate fleet boat pools to meet needs of ships and commands present.

• Insure that transportation is available from fleet landings to local communities, and to provide transportation if civilian transportation cannot be arranged.

• Provide transportation for fleet personnel requiring it, such as parties going to shore-based schools, organized athletics parties, hospital cases, stores parties, mail clerks.

• In specific cases, to coordinate local training services and provision of local operating areas.

• Maintain at a location readily accessible to fleet personnel an activity to assist them in matters of morale and welfare, including—

(1) Obtaining local accommodations, transient or permanent, for naval personnel and their dependents;

(2) Contacting local welfare organizations, such as Navy Relief Society, Red Cross and Community Chest;

(3) Obtaining rail, air, bus and steamship transportation;

(4) Arranging transportation or transfer of household and personal effects;

(5) Arranging for athletic, religious and social facilities.

• Maintain contact with local civic and social organizations arranging for entertainment of fleet personnel and reciprocal functions.

• Arrange contact between local press and the fleet.

The letter declared, "The provision of many and varied services to meet the requirements of vessels while at their normal operating bases is necessary for the efficient operation of the vessels and for the maintenance of a high state of morale of their personnel."



NAS, Floyd Bennett Field, N. Y.

"How can you tell he's a yeoman?"

Garrison Caps Out 1 June With Blue, White Uniforms

Blue garrison caps and white garrison caps will be discontinued, effective 1 June 1947, for all male naval personnel, including Reservists in training, it was announced in Alnav 15-47 (NDB, 31 January).

Alnav 15 also set 15 Oct 1948 as the effective date when:

• Gray would be replaced by khaki as the summer uniform for commissioned, warrant and chief petty officers;

• The khaki tropical worsted, wool gabardine, Palm-Beach type or rayon gabardine uniform would be designated as the summer service uniform, with the khaki cotton shirt and trousers as the summer working uniform;

• The white uniform would be designated as summer dress.

The last three changes previously were announced by Alnav 406-46 (NDB, 31 July), but the effective date was set by Alnav 15-47.

Russian Language Course Applications Requested

Applications for enrollment in a Russian language course are urgently desired from regular Navy officers who are qualified in accordance with BuPers Circ. Ltr. 202-46 (NDB, 15 Sept 1946), Alnav 14-47 (NDB, 15 January) announced.

Classes convene each month for the six-month course. Applications must be forwarded via official channels to BuPers (Attn: Pers 4222), Washington 25, D. C.

Detachment Procedures Set for Reserve Aviators Serving Under Contract

Procedures for commanding officers to follow in detaching Reserve naval aviators now serving under active duty contracts are outlined in BuPers Circ. Ltr. 7-47 (NDB, 15 January).

Aviators under such contract are committed to service in the Navy to certain specified dates, which in all cases include terminal leave. They must therefore be detached from their commands in time to be processed by separation activities and complete their terminal leave before the dates specified in their contracts.

To simplify the procedure for unit commands, all orders issued by the Naval Air Training Command and by BuPers now contain a paragraph indicating the contract expiration date. This same data is to be included in all orders written in the field for Reserve officers.

Further instructions calculated to insure the proper release of such officers include the following:

• Contract aviators attached to units which will be at sea on the detachment date are to be processed for release before sailing.

• Contract aviators attached to units scheduled for protracted periods of operations outside the continental limits whose date of discharge comes before the end of the projected cruise, and aviators with less than three months' obligated duty attached to units scheduled for permanent change of duty to stations outside the continental limits, are to be discharged prior to departure from this country or held for local duty at the discretion of ComAirLant or ComFairWestCoast, whichever is cognizant.

• These dispositions will be made upon the request of the commanding officer involved as to disposition of the aviator. Requests for disposition should be made, with copy to the immediate superior in command, direct to ComAirLant or ComFairWestCoast, and the contract expiration date as well as the separation activity desired should be included in the request.

• For contract pilots already outside the continental limits but scheduled for moves with their units from the East to the West Pacific, ComAirPac shall make such disposition as he desires.

Field commanders are reminded that officers are entitled by law to their accumulated leave before release to inactive duty, and that it is an obligation of the Navy to release individuals at the end of the period they have contracted to serve, but that within these restrictions they are authorized to deviate from the outlined procedures when necessary in the Navy's best interests.

Point with Pride

The Retraining Command at San Francisco and California's Vallejo High School are pointing with pride to a class of 35 general court martial prisoners, all of whom received their high school diplomas for work done in confinement.

Most of the 35 already have been restored to duty in the Navy or Marine Corps, having satisfactorily completed the retraining regimen for naval prisoners. With the help of an instructor from Vallejo High, the men won their diplomas by completing general educational development tests (ALL HANDS, January 1947, p. 58) and by finishing a course in U. S. history and government.

Here's the Latest Word On Those Furlough Fares

Effective 30 January, all railroads located, generally, east of Chicago and the Mississippi River cancelled sale of round trip and open gap furlough tickets to personnel on leave, furlough or pass, *except*: the Central of Georgia; Gulf, Mobile and Ohio; St. Louis, San Francisco; Illinois Central.

Personnel on leave will be required to pay full fares, including 15 per cent transportation tax, when traveling in territory involved on tickets purchased after the above date.

Sale of furlough tickets will continue on all lines generally west of Chicago and the Mississippi, and on the excepted railroads listed above. Tickets for travel involving both full fares and furlough rates will have to be purchased separately at junction points.

Effective the same date, furlough bus tickets will no longer be sold for travel east of Chicago, Springfield, Peoria, St. Louis, Memphis, Jackson and New Orleans, or for travel between points west of those cities on the one hand and east of them on the other hand.

Reports Sought on Men Who Have Completed Normal Shore Duty Tour

In a move to permit orderly transfer of men from shore to sea duty, BuPers has directed certain commands to submit quarterly reports covering all regular Navy enlisted men who have completed normal tours of shore duty in the continental U. S.

The directive, BuPers Circ. Ltr. 15-47 (NDB, 31 January), said it is expected that men reported will be transferred under Bureau orders by name. Activities to which these men are attached should be prepared to lose the services of the men soon after the quarterly report is submitted.

Specific reliefs for men transferred under the new directive will not be provided by BuPers, since it is considered that reductions in shore activities to postwar allowances will provide the required personnel for reassignment by shore administrative command. However, BuPers will assign deserving Fleet personnel to shore duty as they become available, commensurate with needs of the naval establishment.

The circular letter invited the particular attention of Fleet commanders to the policy of the Chief of Naval Personnel regarding the normal tour of shore duty for regular Navy enlisted men. It is considered equitable, under the policy, that enlisted men who have completed a normal tour ashore under the commandant of a naval district or other continental shore activity shall not be ordered to a Fleet activity where they continue to enjoy the same privileges.

The letter said that men should be granted the leave to which they are entitled before their availability date for transfer. A maximum of 10 days leave may be given personnel ordered to sea upon completion of a normal tour of shore duty.

The form to be used for the report, and detailed instructions for its preparation, were given in the circular letter.

Six Reserve Training Cruises Scheduled

Six 14-day training cruises for Naval Reservists have been scheduled for March and April and more will be added. Both Volunteer and Organized Reservists are eligible for the cruises. Applications for cruises should be forwarded to the Commandant of your Naval District.

The following cruises have been scheduled:

USS *Wisconsin* (BB 64) will depart New York 2 March for Cristobal, C.Z., with billets for about 60 officers and 700 enlisted men.

Combatant ship will depart San Francisco 9 March with billets for about 150 Reservists.

USS *Macon* (CA 132) will depart Philadelphia 23 March for San Juan, Puerto Rico, with billets for 40 officers and 700 enlisted men.

USS *Wisconsin* (BB 64) will depart New York 30 March for Cristobal, C.Z., with billets for about 60 officers and 700 enlisted men.

Combatant ship will depart Seattle 6 April with billets for about 150 Reservists.

USS *Albany* (CA 123) will depart New Orleans 13 April with billets for 50 officers and 500 enlisted men.

Requirements Listed for Appointment of Waves to Pay Grade 1

Requirements for appointment to pay grade 1 of Waves in certain categories who were given advancement in rating benefits not accorded other enlisted personnel are outlined in BuPers Circ. Ltr. 3-47 (NDB, 15 January).

The letter pointed out that not all enlisted women advanced to pay grade 1A rates were fully qualified professionally for such advancement. This is because certain advancement in rating benefits were offered in January 1946 as an inducement for the voluntary extension of enlisted Waves.

The directive affects enlisted women in one of the following categories:

• Those who as PO1 were advanced to CPOA under the provisions of AlStaCons 052346 and 172109 of January 1946 (which encouraged the voluntary extension of Waves and offered the advancement in rating inducement).

• Those who as PO2 were advanced to PO1 under the provisions of the AlStaCons above, who subsequently became eligible for normal advancement to PO1 and at that time were further advanced to CPOA prior to 1 Sept 1946 in accordance with the AlStaCons referred to above.

Since advancements in rating in the categories above could be made without regard to professional qualifications, it is apparent that not all enlisted women advanced in rating to pay grade 1A were fully qualified professionally, the new directive said. It is not considered proper, in the interest of morale, to issue appointments to pay grade 1 in such cases, based solely upon the service in pay grade requirements of 12 months as prescribed in BuPers Circ. Ltr. 191-46 (which, effective 1 Nov 1946, governs appointment of enlisted personnel to pay grade 1; see ALL HANDS, October 1946, p. 51).

Accordingly, in submitting recommendations for appointment to pay grade 1 of enlisted women who come within either of the categories listed above, COs shall be guided by the following instructions:

• To be eligible for appointment to pay grade 1, enlisted women concerned must:

(1) Be determined to be fully qualified for their *present* rate by professional examination, locally prepared and administered.

(2) Have completed the required practical factors for their *present* rate.

(3) Have indicated their knowledge of general qualifications required of all petty officers. Attention is invited to para. 3(f) of enclosure (F) to BuPers Circ. Ltr. 191-46.

(4) Have fulfilled the school requirements and training course requirements for their *present* rate, except that individual COs are authorized to waive either or both of these requirements if, in their opinion, the enlisted woman concerned has indicated that she is fully qualified for her rate through her aptitude, proficiency and professional examination.

(5) Have served a minimum of 12 months in pay grade 1A.

(6) Have met the marks and other applicable requirements of Art. D-5111, BuPers Manual, for appointment to pay grade 1.

• Recommendations for appointment to pay grade 1 in the case of enlisted women shall include:

(1) The data required by Art. D-5111(4), BuPers Manual, as applicable.

(2) The *full* name of the individual concerned.

(3) The date(s) of advancement(s) effected under the AlStaCons discussed above, and rate(s) to which advanced on such occasion(s).

(4) Statement as to any waivers granted and reason for it.

(5) Form NavPers 624 (Rev. 7-46) filled out except for the first endorsement. Multiple computation shall be entered.

(6) Examination questions and the answer sheet as completed by the applicant.

Where, in the opinion of the Chief of Naval Personnel, examinations do not meet the desired high standards, recommendations for appointment to pay grade 1 will not be approved.

The circular letter stated that recommendations for appointment to pay grade 1 of women in the two categories discussed, which have been submitted prior to receipt of the new directive, should be resubmitted when the new instructions have been complied with.

The circular letter made it clear that nothing in the new provisions should be construed as impeding the submission of recommendations for appointment to pay grade 1 of enlisted women who were advanced to pay grade 1A under normal procedures. These will be handled in a manner identical to that for eligible enlisted men.

NAVY POLL

QUESTION:

★ How does Navy life compare with civilian life?

Pretty well, according to Navy men.

BuPers believes the attitude of bluejackets to such questions as the above is of increasing importance as this becomes more and more a "volunteer Navy." So it asked three key questions in four successive Navy polls to get bluejackets' reactions. The questions asked were:

• Which do you think will give you a better chance to get what you want out of life, being in the Navy or being a civilian?

• Which way could you do most for the American people, by being in the Navy or being a civilian?

• Considering the problems of getting a job, a place to live, food, amusements and the various things one needs to get along, do you think it is easier to get along in the Navy or in civilian life?

The percentage of men who said "Navy" in answer to one or more of these three questions has increased from 60 per cent on polls taken in July 1946 to 76 per cent in the most recent polls.

GCM Sentences Found 'Reasonable and Just'

After reviewing 2,115 cases since convening in April 1946, the Navy General Court Martial Sentence Review Board concluded that "the sentences of Navy general court-martial prisoners" are "substantially reasonable and just."

In 1,170 cases — 55 percent — the board recommended that the sentences finally imposed not be disturbed. The remaining 45 per cent breaks down in this style:

• 29 per cent—Restoration to duty recommended for 593 men.

• 15 per cent — Reduction of sentence recommended for 328.

• 1 per cent—Remission of confinement and discharge recommended for 24.

SecNav promptly approved all but 25 of the recommendations and put them into effect. He mitigated the sentence for one of these 25, modified recommended mitigations for 14 more and disapproved recommendations for the remainder.

Probably the most revealing figures, so far as the leniency of Navy GCM sentences are concerned, were those on desertion cases. A death sentence, of course, could have been imposed in each of the 876 instances examined by the board but the average sentence was 3.8 years after review.

President of the board is Arthur John Keeffe, professor of law, Cornell University Law School. Vice president is Felix E. Larkin, law secretary to Judge James G. Wallace of the Court of General Sessions of New York.

Other members are Admiral C. P. Snyder, USN (Ret), former Inspector General of the Navy; Capt. Hunter Wood, Jr., USN, head of Enlisted Discipline Section, BuPers; Capt. J. A. Glynn, USCG; Capt. C. G. Hines (MC), USN; Lt. Col. E. N. Murray, USMC; and Comdr. A. W. Dickinson, USNR.

Frank T. Cotter, Los Angeles attorney, directed review work, which was done by a staff of 15 civilian lawyers, all of them World War II veterans. Reviews, similar to probation reports of civilian criminal courts, included medical, psychiatric and sociological analyses.

Procedures Outlined For Storage, Shipment Of Autos Outside CLUSA

Personnel ordered to duty outside the continental limits cannot drive their cars to East or West coast transshipment points and expect supply officers at these points to provide storage for the cars, unless such storage has been previously arranged. This warning was issued to all hands by BuSandA in Alstacon 102056 of January.

BuSandA pointed out that the proper procedure is to address a letter to the supply officer at the transshipping point requesting shipment of the car, and storage space for it, far enough in advance for arrangements to be made and acknowledgment returned to the owner.

Applications should specify the make of the car, its overall dimensions and the date it will be available for shipment. A certified copy of the permanent change of duty orders of the owner should be included.

Upon receipt of such an application the supply officer concerned will make the necessary arrangements and return to the applicant an acknowledgment, specifying that storage space will be available for the car while awaiting shipment.

In all cases where shipment has not been approved previously and Navy storage space is not available, automobiles awaiting shipment must be stored by the owner through his own arrangements and at his own expense.

In cases when the car must be stored commercially, the supply officer will, if notified as to the location of the car and the arrangements made for delivery to the dock, see that it is delivered when shipping space becomes available.

In all cases of shipment of a private automobile, the owner is expected to pay costs incurred in preparing the vehicle for overwater transportation.

Commands Asked to Check Supplies of Filing Manuals

Naval commands were requested to check the number of Navy Filing Manuals on hand and to return every available usable manual over their actual minimum requirements to:

East Coast Naval Publications Distribution Center, Cheatham Annex, NSD, Williamsburg, Va.

Item 46-2256 (NDB, 31 Dec 1946) advised that the Navy Filing Manual Permanent Committee is in process of bringing the manual up to date. In the meantime, the present supply of manuals is being depleted and the above request to all commands was issued to avoid a reprint if possible.

Above shipping instructions are temporary for the purpose of this accumulation only.

ATTN: Y'R ABBR'V'T'ONS R TUMUCH

Attn. Ys, RMs & c'm'n'c't'rs! SecNav d'sn't like y'r use of unauth'r'zed abbrev't'ns.

In fact, he notes in item 46-2257 (NDB, 31 Dec 1946) that in some communications the same initials are being used to abbreviate different terms, to the complete confusion of addressees. Copies of letters and dispatches containing unauthorized abbreviations are being received by bureaus and commands which are unable to decipher what the originator had in mind.

The remedy, directed by SecNav, is simple.

Generally, use only the short titles and abbreviations authorized in DNC5 (Communication Instructions, that is), in dispatches and in the body of letters, endorsements and memoranda. When appropriate, nomenclature of technical material may be abbreviated when no ambiguity will result. Whenever the use of abbreviations *other* than the above is considered necessary to save space or time, SecNav has directed the following procedure:

- In letters, endorsements and memoranda, upon the first appearance of the term to be abbreviated, the meaning will be spelled out and the abbreviation placed in parentheses immediately following.
- In dispatches, unless the originator is reasonably certain the dispatch will not reach commands unfamiliar with an abbreviation, the meaning of the term to be abbreviated will be spelled out in the text.

GI Benefit Legislation Passed by Many States; Others Consider Action

In addition to federal provisions for the benefit of veterans, such as the GI Bill of Rights, many states have enacted veterans' legislation. A partial listing of current state legislation of this type has been compiled by the Civil Readjustment Division of the office of SecNav, and follows. In addition to the states listed below, about 18 more are considering bonus legislation and it is probable the subject will be raised in many other state legislatures in 1947.

- Illinois—Voted a $365,000,000 bond issue to provide a cash bonus of $10 for each month of domestic service during World War II, $15 for each month of overseas duty, and $900 to next-of-kin of war dead.
- Michigan—Voted a bonus of $10 per month for domestic service and $15 for foreign service, with a maximum limit of $500 on payments.
- Rhode Island—Voted $200 bonus for war veterans, as well as members of the Merchant Marine.
- Massachusetts—Provided a $200 bonus for veterans without overseas service, $300 for those who served abroad.
- New Hampshire—Awarded $100 to World War II vets or their legal heirs.
- Vermont—Provided $10 for each month of service, to a maximum of 12 months.
- California—Approved a $100,000,000 bond issue to help veterans buying homes and farms.
- Louisiana—Approved constitutional amendment extending and increasing the homestead exemption for World War II vets during 1947-52 from $2,000 to $5,000.
- New Jersey—Approved a $35,000,000 bond issue for a veterans' emergency housing program.
- Texas—Approved a constitutional amendment to create a veterans' land fund.

For details of entitlement under the various state provisions listed above, veterans are advised to write to the secretary of the state in which they claim residence.

Staff Corps Commissions Open; Requirements Listed

Applications for appointments to commissions in branches of the staff corps are desired from qualified civilians or naval personnel, the Navy has announced.

Naval officer procurement offices throughout the country are authorized to accept applications from civilians for the following USN appointments: 75 lieutenants (jg) in the CEC (see BuPers Circ. Ltr. 247-46; NDB, 31 October); 1,005 ensigns in the Nurse Corps; 150 ensigns in the Supply Corps; 50 lieutenants (jg) in the Chaplains Corps, and appointments to lieutenant (jg) necessary to fill existing vacancies in the Medical and Dental Corps, USN and USNR.

Naval personnel, to be eligible, must be warrant officers and enlisted men on active duty and must meet the educational and professional requirements. Applications of naval personnel must be submitted via COs and through official channels.

Mental, moral and professional fitness are required for all appointments. Age requirements range from a minimum of 21 for appointment to the Supply Corps, to a maximum of 35 for the Chaplain Corps and a maximum of 50 for the Medical Corps Reserve. Applicants must be citizens of the U.S. for at least 10 years, must be college graduates, and will be required to meet the physical standards for officers of the staff corps.

Charges for Ship's Stores Services Set; Profits Go to Welfare and Recreation

Cheer up, Mac. You may be paying two bits a month for laundry, tailor, barber and cobbler service, but it's costing the chiefs 50 cents and the officers a buck.

And you ought to see prices in the States now!

It's all a result of Alnav 18-47 (NDB, 31 January) which laid down some rules for the postwar operation of ship's stores and authorized the above-listed charges for all ships operating a laundry. The standard charges, by the way, do not cover soles and heels, ribbons, gold lace, rating badges and like materials, which must be paid for by the customer.

The Alnav did not apply to ship's service stores, and ship's stores ashore (what few there are are all in out-of-the-way overseas locations) will be advised at a later date as to what charges may be made for the services.

Ship's stores afloat were concurrently advised that prices of merchandise should be set with due regard to total profits to be made available to support welfare and recreation for the men aboard, and to the limitation of profits to 15 per cent of cash sales.

Persons engaged in running ship's store should read the Alnav carefully, but we can tell the rest of you what else it said in a word.

Ship's store profits will be disbursed by the 15th of the month following that in which they are earned by turning over 90 per cent to the CO for the local recreation fund, and 10 per cent to BuPers for the central recreation fund. If the amount to BuPers is less than five dollars, the entire amount will go to the skipper, but BuPers wants a statement anyway.

If the ship's store fails to show enough profit to support the local recreation fund, additional funds may be requested from the cognizant command recreation fund.

BuPers, by the way, stands ready to furnish prospective COs, or the COs of newly commissioned ships, with sufficient funds to establish a local recreation fund.

Ship's stores operating at a loss during any month due to unusual circumstances are advised to request an allotment to cover loss from the Navy Ship's Stores Office, Brooklyn, N. Y., reporting the circumstances.

Negative Leave Account Cancelled in Some Cases

If the Armed Forces Leave Act put you in the hole on 31 Aug 1946, the Navy will strike the "minus leave credit" off the books—in certain cases.

An opinion handed down by the Judge Advocate General last December (BuPers Cir. Ltr. 2-47; NDB, 15 January) made the Navy sure of its ground on this subject. Noting that leave computation left some unfortunates with a negative balance of accrued leave, JAG said that the minus amounts could be wiped out if acquired from any cause including reenlistment leave granted on reenlistment entered into on or before 9 Aug 1946. There's no hope for those in the hole as a result of reenlistment leave granted for reenlistment after that date.

COs will review leave accounts and reduce to a wholesome zero those which rate it. Proper entry will be made in service records.

MarCorps Sets Policy On Reductions in Rank, Size of Officer Corps

Marine Corps policy in the matter of reduction in size and in rank of its officer corps was announced in Almar 6-47.

Temporary colonels junior to number 333 in combined lineal list of 1 Jan 1946 were to be reduced one grade in January. Present plans call for maintaining strength of the colonel grade at 240 officers.

Lieutenant colonels junior to number 869 on the same lineal list were to be reduced and placed at top of the temporary major list in January. The MarCorps contemplates further reduction of lieutenant colonels in June to bring the number of officers serving in that rank down to 520. This probably will result in reduction of all lieutenant colonels of the class of 1939.

The board convened to select officers for transfer to permanent status will, after its impending report, make no more selections until after the number of vacancies has been determined in June.

A rearrangement of the lineal list, due to Presidential regulations regarding rearrangement of naval aviators and specialists promoted at rates differing from their contemporaries, is in process of completion. Loss of lineal precedence due to inactive status of certain transferred officers will be accomplished when substantially all transfers are completed.

A board will meet to review spot appointments with a view to terminating those no longer warranted.

The MarCorps intends to place on terminal leave and subsequent inactive duty "many" permanent and temporary Reserve officers still serving on active duty. This will occur between now and 30 June. Commands were directed not to delay detachment of such officers longer than 10 days after receipt of orders.

The Marine Corps commented that individual inquiries are discouraged.

Distribution Points For Ordnance Papers Listed for Commands

Reminder that BuOrd and the Naval Gun Factory no longer distribute most ordnance papers was contained in Alnav 23-47 (NDB, 31 January). Previous notice to this effect appeared in Alnav 602-46 and as item 46-2234, NDB 15 Dec 1946.

All ordnance forms and publications (with exceptions noted below) must be requisitioned on NavGen 47 (Forms and Publications Requisition) through the district publications and printing office by which the ship or station is serviced.

The only ordnance publications to be obtained from BuOrd, Publications Section, Washington 25, D. C. are: Ordnance Data and NavOrd Reports; ordnance drawings and sketches, as in the past.

Obtainable from the Superintendent, U. S. Naval Gun Factory, Washington 25, D. C., Attn. Code DE-787 are: Ordnance Specifications and Ordnance Standards.

NavOrd Ordalts may be obtained from the Gun Factory, address as above, or from any naval shipyard.

The Ordnance Publications Distribution Center at the Gun Factory, which formerly handled all distribution, has been disestablished.

Writers Still May Enter Manuscripts in Contest

Navy writers (and that includes Marines, too) still have two months to get their entries in to the Navy Literary Contest, and a chance at one of the two prizes, fellowships to the 1947 Bread Loaf Writers' Conference, Middlebury College, Vt., 14 to 28 August.

Two months isn't normally time enough to knock out a novel, but any entry, from two lines of blank verse up to a novel will be considered.

Winners (at least one of whom must be an enlisted man) will be granted TAD orders to Middlebury College, and travel from their duty station and return, even if it's Attu.

Type entries double-spaced on one side of 8 by 10½-inch paper, with a cover page showing name, rank or rate, address of the author and a notation, "U. S. Navy Literary Contest." Many entries already have been received, some without this covering page and many without any notation. Writers who omitted the cover page are receiving letters requesting the information that should have been given on the page.

Address entries to the Magazine and Book Section, Office of Public Information, Navy Department, Washington 25, D. C. Entries will be marketed by PubInfo according to wishes of the writers. Receipt of all entries will be acknowledged, and maunscripts returned at the end of the contest.

70 Billets Still Open In CEC; Warrants and Enlisted Men Eligible

The Navy has announced it still has 70 billets open for qualified civilians or naval personnel in the Civil Engineer Corps, USN. A new examination has been scheduled for May from which qualified applicants will be chosen for commissions as lieutenants (jg).

COs were directed by BuPers Circ. Ltr. 247-46 (NDB, 31 October, to screen naval candidates to determine whether they meet the high standards for CEC commissions. COs also will interview applicants to determine their officer-like qualities.

Naval personnel, to be eligible, must be warrant officers and enlisted men on active duty and must meet the educational and professional requirements. Reserve officers on active duty who were rejected for transfer to USN because of lack of a scientific degree in engineering may apply if they have since obtained the necessary degree.

A civilian, to qualify for the commission, must meet these qualifications:

- Be a graduate of accredited college with scientific degree in engineering.
- Have three years' professional or applicable military experience.
- Be not less than 22 nor more than 30 years of age.
- Be a citizen of the U.S.

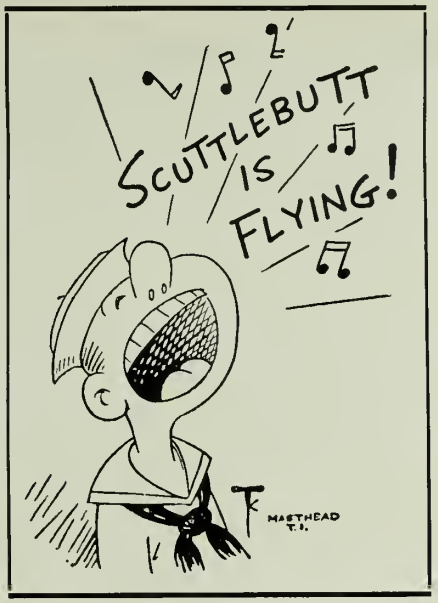
Stowaways

That slapping sound you hear is probably coming from Los Angeles Harbor, where quarantine officials have had a tough time with an influx of unwelcome mosquitoes from Pacific islands.

The mosquitoes, hundreds of thousands of them—of the breed which kept many a sailor awake nights during the war—have been coming to the U.S. in equipment returned from combat areas by the Army and Navy.

The stowaways were first detected during a routine inspection of a cargo ship from the New Guinea area. Several live adult mosquitoes were noticed in one of the holds of the ship. Crew members also complained that the winged terrors had annoyed them for several nights after leaving port.

An investigation revealed that mosquitoes were breeding heavily in fresh water which had settled in motor vehicle and airplane tires, which constituted a large part of the cargo. Before the ship docked, all holds were closed and sprayed with freon-pyrethrum aerosol. Later, DDT squads completed the job on the docks after the cargo was unloaded.



Masthead, Treasure Is., Calif.

NavDists Outside CLUSA To Process Civilian Candidates for NROTC

A plan established by BuPers will make it easier for U.S. citizens residing in outlying naval districts to be processed as civilian candidates for the Naval Reserve Officers Training Corps and Naval Aviation College Programs, authorized by Public Law 729 (79th Congress).

Nation-wide publicity on procurement of civilian candidates for the NROTC and NACP term beginning next fall prompted numerous applications from citizens living outside the continental limits. Since all transportation prior to acceptance by the Navy must be at the candidate's own expense, the cost of returning to the U.S. would be prohibitive to most persons.

Also, budgetary limitations preclude establishing additional Offices of Naval Officer Procurement in outlying naval districts, because of the relatively small number of candidates to be processed (ONOPs in 17 large U.S. cities are responsible for procurement within the continental limits).

As a solution, BuPers requested Commandants of the 10th, 14th, 15th and 17th NDs to designate an officer of their command for additional duty as the Officer Procurement Officer of the naval district. Facilities for processing civilian candidates for the educational programs will be established in a location in each of these districts most accessible to civilians. BuPers will forward to the district commandants necessary forms for this processing, and will assign an officer attached to an ONOP to each of the districts to assist in indoctrinating the officer designated as procurement officer.

Special Form Will Aid In Processing Urgency Discharge Requests

To help in processing requests for discharge for dependency or other urgency, BuPers has asked that a new additional form be prepared and submitted with each request.

The form, as announced in BuPers Circ. Ltr. 20-47 (NDB, 31 January), lists certain data which should be obtained by personal interview with the applicant for discharge, as well as an examination of his service record and the documents supporting his application.

For the time being, until an estimate of needs is made, the forms will not be printed. They should be typed by the submitting activity to correspond with a sample which accompanies the circular letter. One copy of the form should accompany each request.

The letter points out that the Bureau may direct a discharge where it is considered that undue or genuine hardship exists and is not of a temporary nature, and where the condition has arisen or been aggravated since entry into the service. It is emphasized that it is not policy to authorize discharge for purely financial benefit, or for personal convenience, as to return to school or accept civil employment.

Commands are asked to give sympathetic consideration and assistance to individuals in the preparation of their requests for discharge.

In a claim of dependency or hardship, at least two affidavits supporting the claim should be submitted with the request, one of which should be from the dependent concerned, if practicable.

If dependency is the result of the death of a member of the applicant's family since he entered the service, a certificate or other proof of death should be submitted. If dependency is due to disability of a member of the applicant's family incurred after his entry into the service, a physician's certificate should be furnished specifying the disability and the date it occurred.

The commanding officer's forwarding endorsement should contain information as to whether the man concerned is awaiting or undergoing disciplinary action, what service schools he has attended, and a definite recommendation for or against the request.

In Appreciation

The United Nations Guard—125 smart-uniformed combat marines—has been disbanded. Members of the guard have been transferred to other duty.

The marines who served with the guard received Certificates of Merit from Trygve Lie, Secretary General of the United Nations, in appreciation of their service.

Electronics Training Open to Enlisted Men; Rating Advancement Rules Outlined

Applications from enlisted men for electronics training are urgently desired, it was announced in BuPers Circ. Ltr. 5-47 (NDB, 15 January).

The letter outlined instructions governing advancement in rating for personnel who successfully complete the courses of instruction at Naval Schools (Electronics Materiel), NavTraCen, Great Lakes, Ill.; NavResLab, Anacostia, D. C.; Treasure Island, Calif.; and Naval Training School (EE&RM), Del Monte, Calif.

In addition to the instructions for advancement of graduates of electronics materiel schools, which are given below, BuPers has announced identical advancement in rating provisions for personnel successfully completing the course of instruction at the Naval School (Aviation Electronics Basic Maintenance), NATechTraCen, Ward Island, Corpus Christi, Tex. This later announcement was made in BuPers Circ. Ltr. 18-47 (NDB, 31 January).

The instructions, which were previously sent to the schools:

• Upon entry into the course of instruction, personnel in pay grade 6 ratings shall be advanced to S1, and the designation "ETM" added in cases of those not already designated.

• Upon successful completion of the first 27 weeks of the curriculum, trainees in pay grade 5 ratings *may* be advanced to ETM3.

• Trainees not advanced in accordance with the paragraph immediately above *shall* be advanced to ETM3 upon successful completion of the full course of instruction.

• Upon successful completion of the full course of instruction, trainees who entered the course in pay grade 5 ratings, or who were advanced to S1ETM upon entry, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, *may* be further advanced in rating to ETM2.

• Upon successful completion of the first 27 weeks of the curriculum, trainees who entered the course in PO2 or PO3 rates *may* be advanced to the next higher pay grade. In the cases of men in ratings other than ETM, such advancement, if effected, shall be made in the rating held.

• Upon successful completion of the full course of instruction, trainees who entered the course in PO2 or PO3 rates, who were not previously advanced in accordance with the paragraph immediately above, *may* be advanced, and changed in rating where appropriate, to ETM of the next higher pay grade. Personnel in this category who are not advanced in rating *shall* be changed in rating to ETM of equal pay grade if they are in a rating other than ETM.

• Upon successful completion of the full course of instruction, trainees who entered the course in a PO3 rate, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, *may* be further advanced, and changed in rating where appropriate, to ETM1. Personnel in this category who are not advanced in rating *shall* be changed in rating to ETM of equal pay grade if they are in a rating other than ETM.

• Upon successful completion of the full course of instruction, trainees who entered the course in PO2 rates, other than ETM, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, shall be changed in rating to ETM of equal pay grade.

• Upon successful completion of the full course of instruction, trainees who entered the course in a PO1 or higher rate, other than ETM, shall be changed in rating to ETM of equal pay grade.

• These advancements in rating are exceptions to instructions given by BuPers Circ. Ltr. 191-46 (see ALL HANDS, October 1946, p. 51), and may be effected without regard to fulfillment of currently prescribed service in pay grade or sea duty requirements. PO qualifications and conduct mark standards, however, shall be strictly adhered to; where necessary, the periods prescribed for fulfillment of conduct mark requirements may be modified to cover the actual period served in the pay grade from which advancement is made.

The letter said that in all cases of advancement and/or changes in rating effected during or upon completion of the course, duplicate pages 9x should be submitted to BuPers, citing the directive as authority. Information concerning the submission of form NavPers 624 (Report of Examination) also was given.

Concerning Unification

The following message to the naval service concerning the plan for unification of the armed forces was issued by SecNav James Forrestal as Alnav 21-47 (NDB, 31 January):

"For the past eight months negotiations have been in progress between the War and Navy Departments to resolve their differences with regard to a greater measure of unification of the armed forces. These negotiations have been carried on within the scope and spirit of the President's June 15, 1946, statement of his position on those points in which the two departments were in disagreement at that time. The President has now announced the full and complete agreement which SecWar and SecNav have reached on a plan for the unification of the armed forces.

"The entire nation earnestly desires, and the plan which has been agreed upon provides, the greatest degree of efficiency, cooperation and economy in national security. The integrity of the Navy Department and the naval establishment including the Marine Corps and Naval Aviation, and the continuation of their traditional functions, have been preserved to the end that we may best discharge our great responsibilities to the nation. The plan therefore is deserving of the loyal and wholehearted support of all within the naval service."

8,000 MarCorps Enlisted Personnel May Apply for Discharge Prior 1 May

The MarCorps took another step in paring down its enlisted strength to the planned postwar figure by giving approximately 8,000 regulars in certain categories an opportunity for discharge.

COs were directed by Almar 8-47 to transfer for discharge for convenience of the government regular MarCorps enlisted men in the following groups who request discharge, regardless of the expiration date of enlistments:

• All men who entered into their current enlistment contracts prior to 1 Feb 1945.

• Men who entered into their current enlistment contract between 1 Feb and 31 Aug 1945, both dates inclusive, and participated in a campaign of World War II which is recognized by the award of a star on the theater ribbons.

Transfer of eligible men will be effected only upon their written requests. The individual must include in his application the statement that he understands that he is being discharged at his own request, and that once transferred for discharge, he will not be permitted to withdraw his request. No application will be accepted on or after 1 May 1947.

Although otherwise eligible, men who may be in the following status will not be discharged under Almar 8-47: In a disciplinary or probationary status, requiring medical treatment or sick in a hospital, or retained as a witness in court-martial cases.

Men who are transferred for discharge in accordance with the Almar will be sent to appropriate activities named in Ltr. of Inst. 1375, which will grant terminal leave before discharge.

Although COs were authorized to withhold an individual's transfer for discharge until his services can best be spared, the Almar directed that in no case will a man be held for more than 60 days from the date of his application.

Summary Lists All the Rates in New Rating Structure

A summary of the postwar rating structure follows. Major headings indicate occupational groups into which ratings fall, and titles of all ratings in the postwar structure are in boldface letters at the head of paragraphs. Comments on each new rating indicate functions of old ratings absorbed by the new. Emergency service ratings and duties are indicated.

Pay grades 5, 6 and 7 are considered separately.

The summary is concluded with paragraphs on the new warrant structure, including warrant titles, codes and significance of each, with the appropriate enlisted ratings listed to indicate the warrant titles to which they may advance. The summary follows:

Group I—Deck

Boatswain's mate—BM

Absorbs present BM, BMCBB, BMCBS, BMSRR, BMSRC, BMSRS (all COX ratings become BM3.). Combines functions of present BM and COX ratings, with exception of BMM (master-at-arms). Emergency service ratings: BMG, shipboard boatswain's mate; BMB, Seabee boatswain's mate; BMS, stevedore; BMK, canvasman; BMR, rigger.

Quartermaster—QM

Absorbs present QM, SM, BGMSTR (partially). Combines functions of present QM and SM ratings, and includes supervisory function of BGMSTR rating. Emergency service ratings: QMQ, quartermaster; QMS, signalman.

Radarman—RD

Absorbs present RDM (partially). Duties to include operation and upkeep of search radar, electronic recognition and identification gear, controlled approach gear, electronic navigation aids and radar countermeasures equipment. Emergency service rating: same.

Sonarman—SO

Absorbs present SOM and SOMH. Duties to include operation and upkeep of underwater detection and attack gear and electronic and magnetic harbor defense gear. Emergency service ratings: SOG, sonarman; SOH, harbor defense man.

Group II—Ordnance

Torpedoman's mate—TM

Absorbs present TM, TME, TMV, MN. Duties to include upkeep and repair of torpedoes, mines and ASW ordnance. Emergency service ratings: TMT, torpedoman mechanical; TME, torpedoman electrical; TMS, torpedoman special; TMN, mineman.

Gunner's mate—GM

Absorbs present GM, TC, GMCBG, GMCBP (partially). Duties include upkeep and repair of mounts, turrets, rockets, missile launchers and small arms, and handling of ammunition and explosives. May function as armorer and powderman at CB activities. Emergency service ratings: GMM, mounts; GMT, turrets; GMA, armorers.

Fire controlman—FC

Absorbs present FC (partially), FCO, FCS. Duties to include operation and upkeep of directors, computers, stable elements, fire control switchboards, optics and fire control radar. Emergency service ratings: FCS, surface weapons; FCU, underwater weapons.

Fire control technician—FT

Absorbs present FCT. Perform major repair and overhaul of fire control systems, including radar. Emergency service rating: same.

Note: Provision is made for the rating ESX, specialist, as an exclusive emergency service rating under the ordnance group. It would be filled only in event of an emergency. It would absorb functions of present SPXBL, SPXOP and GMCBP (partially), which do not exist in the postwar structure. Includes the work of ballistics test analyst, ordnance projects technician and powderman.

Group III—Electronics

Electronics technician—ET

Absorbs present ETM. Maintain, repair and overhaul all electronic equipment. Emergency service rating: same.

Group IV—Precision Equipment

Instrumentman—IM

Absorbs present SAI, SAITR, SAIWR, SPQTE (partially). Emergency service ratings: IMW, watch and clock repairman; IMO, office machine repairman; IMI, instrument repairman.

Opticalman—OM

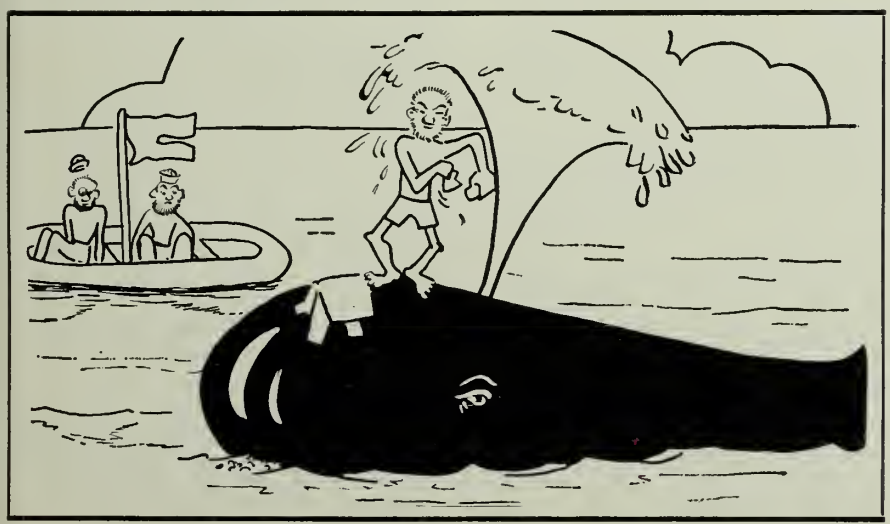
Absorbs present SAO. Emergency service rating: same.

Note: Provision is made for the rating ESX, specialist, as an exclusive emergency service rating under the precision equipment group. It would absorb functions of present SPXCG and SPXGU, which do not exist in the postwar structure. Includes the work of crystal grinder and gage specialist.

Group V—Administrative and Clerical

Teleman—TE

Absorbs present RM (partially), T (partially), SPQRP, MAM, Y (partially). Duties to include communications, clerical, coding board; operate voice radios and teletypewriters; perform functions of Navy mail clerk at naval post offices afloat and ashore: operation and upkeep of electric cipher machines. Emergency service ratings: TEM, mailman; TEL, com-



NavTraCen, San Diego, Calif.

"That's the way it is with Middagh. When he feels he needs a shower, he takes a shower."

munications clerk; TEP, registered publications clerk; TEQ, cryptographer; TET, teletypist.

Radioman—RM

Absorbs present RM (partially), T (partially). Operate and upkeep of voice and CW radio, RDF and teletypewriter equipment. Emergency service ratings: RMN, radioman; RMT, telegrapher.

Communications technician—CT

Absorbs present SPQCR, SPQIN, SPQTE (partially), RM (partially). Perform under CNO special communication duties. Emergency service ratings: CTY, clerk; CTI, intercept radioman; CTS, special device operator and technician.

Yeoman—YN

Absorbs present Y (partially). Perform clerical and secretarial duties, including stenography, filing, typing, maintain records, prepare reports, correspondence. Emergency service ratings: YNT, clerk-typist; YNS, stenographer.

Personnel man—PN

Absorbs present Y (partially), SPC, SPW, SPT (partially), SPXPC, SPR, SPXDI, SPSPS. Assist personnel, classification, training and welfare officers and chaplains in interviewing, classifying and training enlisted personnel; job, billet and position classification. Emergency service ratings: PNI, classification interviewer; PNT, training assistant; PNW, chaplain's assistant; PNR, recruiter; PNS, personnel supervisor (women's reserve).

Machine accountant—MA

Absorbs present SPI, SPXKB. Operate, maintain and make minor repairs to punched card accounting machines and key punching equipment. Emergency service rating: same.

Storekeeper—SK

Absorbs present SK, SKT, SKCB. Perform clerical and manual duties in supply department in procurement, stowage, preservation, packaging and issuance of supplies. Emergency service ratings: SKG, general storekeeper; SKT, technical storekeeper.

Disbursing clerk—DK

Absorbs present SKD. Perform clerical duties in disbursing. Emergency service rating: same.

Commissaryman—CS

Absorbs present CCS, SC, SCB, BKR. Combines functions of cook, butcher, baker and chief commissary steward; specialize as cooks or bakers in pay grades 4-2 only. Emergency service ratings: CSG, ship's cook; CSB, butcher; CSR, baker.

Ship's serviceman—SH

Absorbs present SSMB, SSMC, SSML, SSMT. Combines functions of ship's service ratings, sales clerks and management; specialize as barbers, cobblers, laundrymen, tailors or store clerks in pay grades 4 and 3 only. Emergency service rating: same.

Journalist—JO

Absorbs present SPXJO, SPXNC, SPXPR. Perform news reporting, copy reading, editing and related functions for the dissemination of stories on naval subjects through such media as newspapers, magazines and radio. Emergency service rating: same.

Note: Provision is made for a number of exclusive emergency service ratings in the administrative group. These, and the present ratings they absorb, include: ESE, physical training instructor (absorbs SPA); ESI, instructor (miscellaneous) (absorbs SPT partially); ESF, fire fighters (absorbs SPF partially); ESR, transportation man (absorbs SPXRT); ESB, master-at-arms (shore) (absorbs BMM); ESS, shore patrolman (absorbs SPS); ESW, welfare and recreation leader (absorbs SPERW); ESU, booker (absorbs SPEPS); ESX, specialist (absorbs SPXAC, SPXCC, SPXQM partially, SPXFP, SPXIR, SPPMP partially, SPXID, SPXRS), and includes functions of archivist, cable censor, chart clerk, fingerprint expert, librarian, linguist, motion picture technician, naval intelligence specialist, radio broadcast technician.

Group VI—Miscellaneous

Printer—PI

Absorbs present PRTR (partially). Emergency service rating: same.

Lithographer—LI

Absorbs present PRTRL, PRTR (partially), SPP (partially), PRTRM. Perform all functions incident to offset lithographic work. Emergency service ratings: LIP, pressman; LIT, cameraman and platemaker.

Draftsman—DM

Absorbs present CMCBD, EMCBD, SFCBM, SPXED, SPXTD, SPXCT, SPPPG (partially). Prepare various technical drawings, plans, sketches, tracings, illustrations, maps and charts. Prepare specifications, material estimates and bills of material. Emergency service ratings: DME, electrical; DMI, illustrator; DML, lithographic; DMM, mechanical; DMS, structural; DMT, topographic.

Musician—MU

Absorbs present MUS. Perform functions of present MUS rating, with addition of special functions in higher pay grades. Emergency service rating: same.

Note: Provision is made for a number of exclusive emergency service ratings in the miscellaneous group.

NEW RATINGS BELOW PETTY OFFICER

Pay Grade 7

Seaman recruit—SR

Same as present apprentice seaman rating; man may eventually find career in all groups above except Group XI.

Steward recruit—TR

Same as present steward's mate third rating; man may advance in Group XI.

Pay Grades 6, 5

Seaman apprentice—SA

Same as present seaman second rating; absorbs S2 (partially), BUG2. Man advances to seaman (SN).

Seaman—SN

Same as present seaman first; absorbs S1 (partially), BUG1. Combines functions of S1 and BUG1; buglers will be non-rated men, detailed to collateral duties of bugling by COs. Man may advance into Groups I, II, III, IV, V, VI.

Fireman apprentice—FA

Same as present fireman second; absorbs S2 (partially), F2. Man advances to fireman (FN).

Fireman—FN

Same as present fireman first; absorbs F1. Man may advance into Groups VII, VIII.

Airman apprentice—AA

A new rating; provides air arm with equivalent of seaman second. Absorbs S2 (partially). Man advances to airman (AN).

Airman—AN

Provides air arm with equivalent of seaman first. Absorbs S1 (partially). Man may advance into Group IX ratings.

Hospital apprentice—HA

Absorbs present HA2; man advances to hospitalman (HN).

Hospitalman—HN

Absorbs present HA1. Man may advance into Group X ratings.

These, and the present ratings they absorb, include: ESP, photogrammetry assistant (absorbs SPPPG partially); ESX, specialist (absorbs SPXAR, SPO, SPXRL, SPXVA, SPXST, SPXPI, SPXPL, SPXSB), including functions of agriculture worker, artist, fisherman, inspector of naval material, laboratory technician, model maker, petroleum production man, pigeon trainer, plastics expert, switchboard operator.

Group VII—Engineering and Hull

Machinist's mate—MM

Absorbs present MM, MMG, MMR. Emergency service ratings: MMG, industrial gas generating mechanic; MML, general machinist's mate; MMR, refrigeration mechanic.

Engineman—EN

Absorbs present MOMM (partially), MOSRG, MOSRD. Operate, maintain and repair diesel and high-powered gasoline main propulsion and auxiliary engines. Emergency service ratings: END, diesel engineman; ENG, gasoline engineman.

Machinery repairman—MR

Absorbs present MMS, MMSRO. Function as shop machinist, using precision machine and hand tools, and perform major machinery overhaul. Emergency service rating: same.

Boilerman—BT

Absorbs present WT, B, BSR. Operate and repair all types of marine boilers and equipment. Emergency service ratings: BTG, shipboard boilerman; BTR, boiler repairman.

Electrician's mate—EM

Absorbs present EM (partially), EMSRG, EMSRS. Maintain and repair power and lighting circuits, distribution switchboards, generators, motors. Emergency service ratings: EMP, power and light electrician; EMS, shop electrician.

I.C. Electrician—IC

Absorbs present EMSRT, EM (partially). Maintain and repair shipboard interior communications systems, gyros. Emergency service rating: same.

Metalsmith—ME

Absorbs present SF (partially), M (partially), MSRB, MSRS, SFSR, SFSRW, SFCBW, SFCBB. Perform metal work, including welding, soldering, forging and metal shaping. Emergency service ratings: MEG, shipboard metalsmith; MES, sheet metal worker; MEB, blacksmith; MEW, welder.

Pipefitter—FP

Absorbs present SF (partially), M (partially), SFSRP, SFCBP, MSRC. Perform duties of steamfitter, pipefitter, plumber and coppersmith. Emergency service ratings: FPG, shipboard pipefitter; FPP, plumber; FPB, coppersmith; FPS, steamfitter.

Damage controlman—DC

Absorbs present SPF (partially), CM, CMSRJ, CMSRB, PTR. Serve as technical assistant, instructor and inspector for fire prevention, fire fighting, damage control and chemical warfare; carpentry, painting. Emergency service ratings: DCG, shipboard damage controlman; DCW, carpenter; DCP, painter.

Underwater mechanic—UM

Absorbs duties of diving details; diving will also be a collateral duty of other ratings. Perform diving and surface duties for rescue, ship salvage, harbor clearance, ship repair and underwater installations. Emergency service rating: same.

Patternmaker—PM

Absorbs present PM. Emergency service rating: same.

Molder—ML

Absorbs present ML. Emergency service rating: same.

Note: Provision is made for the exclusive emergency service rating ESK, chemical warfareman, to perform duties as chemical warfare instructor and technician.

Group VIII—Construction

Surveyor—SV

Absorbs present CMCBS. Make reconnaissance, preliminary and final location surveys for roads, airfields, pipe lines, ditches, buildings. Emergency service rating: same.

Construction electrician's mate—CE

Absorbs present EMCBL, EMCBG, EMCBC. Install, maintain and repair electrical equipment and communication systems. Emergency service ratings: CEG, general construction electrician; CEP, power lineman; CEL, communications lineman.

Driver—CD

Absorbs present MMCBE (partially). Operate and maintain automotive and heavy construction equipment such as trucks, tractors, tournapulls, bulldozers and shovels. Emergency service rating: same.

Mechanic—CM

Absorbs present MMCBE (partially), MOMM (partially). Maintain, repair and overhaul automotive and heavy construction equipment. Emergency service ratings: CMG, gasoline engine mechanic. CMD, diesel engine mechanic.

Builder—BU

Absorbs present CMCBB. Construct and maintain wood and concrete structures. Emergency service ratings: BUL, light construction; BUH, heavy construction.

Steelworker—SW

Absorbs present SFCBS, SFCBR. Erect or dismantle steel bridges, buildings and other assemblies used in heavy construction. Emergency service ratings: SWS, structural steelworker; SWR, construction rigger.

Utilities man—UT

Absorbs present WTCB. Install, operate, maintain and repair heating, water, power generating and sewage disposal equipment. Emergency service rating: same.

Note: Provision is made for an exclusive emergency service rating, ESX, specialist, to absorb the present CMCBE and perform duty as excavation foreman.

Group IX—Aviation

Aviation machinist's mate—AD

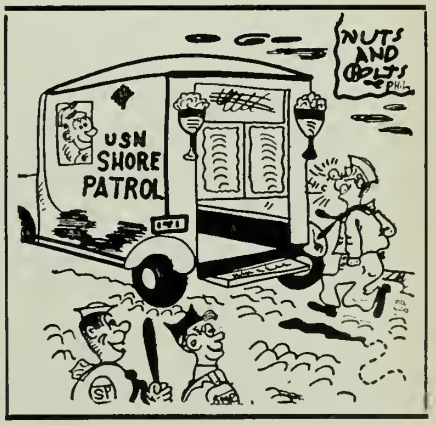
Absorbs present AMM, AMMF, AMMC, AMMP, AMMT, SPV (partially). Maintain, repair and overhaul aircraft engines and engine accessories; maintain aircraft structures and accessories; flight engineer. Emergency service ratings: ADE, engine mechanic; ADF, flight engineer; ADP, propeller mechanic; ADG, carburetor mechanic.

Aviation electronics technician—AT

Absorbs present AETM, AFC (partially). Maintain, repair and overhaul aircraft electronics equipment. Emergency service rating: same.

Aviation electronicsman—AL

Absorbs present ARM. Operate electronic equipment in flight and perform upkeep on radio, radar, Loran, ERI, RCM, radio altimeter and other electronic equipment (not including fire control equipment); flight communi-



Bluejacket, NavTechTraCen, Memphis

cator. Emergency service rating: same.

Aviation ordnanceman—AO

Absorbs present AOM, AOMT, AFC (partially). Operate, install, repair and service aviation ordnance and fire control equipment. Emergency service ratings: AOU, utility; AOT, turrets; AOF, fire controlman.

Air controlman—AC

Absorbs present SPY, RDM (partially), SPXTS, SPXQM (partially), SPV (partially). Stand watch in air station control tower and air operations offices afloat and ashore. Emergency service rating: same.

Airship rigger—AR

Absorbs present AR. Emergency service rating: same.

Aviation boatswain's mate—AB

Absorbs present ABMAG, ABMCP, ABMGA, ABMPH. Emergency service ratings: ABU, utility; ABG, gasoline handler.

Aviation electrician's mate—AE

Absorbs present AEM, AMMI. Emergency service ratings: AEM, electrician; AEI, instrument repairman.

Aviation structural mechanic—AM

Absorbs present AM, AMMH, PTRV. Maintain, repair and overhaul aircraft structures and hydraulic equipment. Emergency service ratings: AMS, structural mechanic; AMH, hydraulic mechanic.

Parachute rigger—PR

Absorbs present PR. Duties same as present rating, with more emphasis on maintenance and repair of survival equipment and flight clothing. Emergency service rating: same.

Aerographer's mate—AG

Absorbs present AERM. Emergency service rating: same.

Tradevman—TD

Absorbs present SAD, SPG, SPT (partially), SPTLT. Combines functions of training devices repairmen and instructors. Emergency service ratings: TDR, repairman (non-aviation); TDI, instructor (non-aviation); TDV, repairman (aviation); TDU, instructor (aviation).

Aviation storekeepers—AK

Absorbs present SKV. Emergency service rating: same.

Photographer's mate—PH

Absorbs present PHOM, SPPPG (partially), SPPLB, SPPVM, SPPMP (partially), SPP (partially). Perform all phases of camera and lab work for both aerial and general photography. Emergency service ratings: PHG, cameramen; PHL, laboratory technician; PHR, camera repairman; PHM, microfilm photographer; PHA, aerial photographer.

Note: Provision is made for exclusive emergency service ratings: EST, transport airman (absorbs present APV partially); ESV, aviation pilot (absorbs present AP, APLA).

Group X—Medical

Hospital corpsman—HM

Absorbs present PHM, PHMDP. Emergency service rating: same.

Group XI—Steward

Steward—SD

Absorbs present CK, ST. Emergency service ratings: SDG, cook; SDS, stateroom steward.

DO YOU HAVE ANY SUGGESTIONS FOR NEW RATING BADGES?

If any sailor in the Fleet has ever felt that his rating badge needed redesigning, now he has a chance to take positive action—with an official hearing guaranteed.

The uniform section of BuPers, confronted with the necessity of devising specialty marks for the new rating structure, is soliciting suggestions from the Navy at large. They want no neon lighting proposals from brand new petty officers—only hints on distinguishing marks.

Deadline for suggestions, which should be addressed to Uniform Section, BuPers, is 1 May 1947. Although the new rating structure will not be installed until 1 Jan 1948, the badges must be made up by the naval clothing factory in Brooklyn and approved by every bureau and office in the Navy Department, a process that will take considerable time.





Electronics technician



Air controlman

Suggested specialty marks should be neatly, clearly drawn. The uniform section also explains that designs must be kept simple for the very obvious reason that complex marks can not be embroidered. Something that looks good in a pen-and-ink drawing might be an unrecognizable blob when embroidered. Size counts too. Remember! The device must fit the space alloted on the rating badge.

Specialty marks suggested need not be confined to the new rates, BuPers has indicated. In the past some dissatisfaction with insignia for traditional ratings has been expressed. There will never be a better chance to change them. BuPers, for instance, is considering a change in the rating badge for QM and SM, possibly combining the crossed flags and helm of the present markings.

Exotic new ratings, like electronics technician's mate, pose a tougher problem. Perhaps it will be two electrons revolving in their orbits around a nucleus. No one knows what to make of engineman, but disbursing clerk is easy—the dollar sign.

BuPers also is partial to the following ideas:

- Detectorman—a cathode ray tube.
- Boilerman—a boiler burner aflame.
- IC electrician's mate—a French telephone placed above EM globe.
- Teleman—quill superimposed on present RM mark.
- Journalist—quill superimposed on scroll.
- Draftsman—T-square superimposed on triangle.
- Builder—a hand saw and/or hammer.
- Aviation photographer's mate—PHOM badge with wings or aerial camera with wings.
- Molder—a ladle.

The uniform experts say they are open-minded, however, and ready for better notions from the oceans.

PERSONNEL MAY ADVANCE TO THESE NEW WARRANT GRADES

In all cases following, the new designation is given for each rating group from which personnel may advance to warrant officer.

Boatswain D1 (Boatswain)

Assistant first lieutenant; assistant damage control officer. Rating Group: BM.

Boatswain D2 (Ship Controlman)

Assistant navigator, CIC officer, antisubmarine officer. Rating groups: QM, RD, SO.

Torpedoman O3 (Underwater Ordnance Technician)

Assigned to torpedo and mine warfare activities. Rating group: TM.

Gunner O1 (Surface Ordnance Technician)

Assistant gunnery officer aboard ship and at repair activities. Rating group: GM.

Gunner O2 (Control Ordnance Technician)

Assigned to auxiliary ships and repair activities. Rating groups: FC, FT.

Radio Electrician T1 (Electronics Technician)

Assistant electronics officer, ashore and afloat. Rating group: ET.

Machinist E5 (Instrument Technician)

Assigned to repair and overhaul shops aboard auxiliary vessels and repair activities. Rating groups: IM, OM.

Radio Electrician C1 (Communications Supervisor)

Assistant communications officer; CWO. Rating groups: TE, RM.

Radio Electrician C8 (Communications Technician)

Perform, under CNO, special communications duties. Rating group: CT.

Ship's Clerk C2 (Ship's Clerk)

Same as present ship's clerk, with additional emphasis on personnel functions. Rating groups: YN, PN.

Ship's Clerk C6 (Machine Accountant)

Assistant OinC, large accounting installations. Rating group: MA.

Pay Clerk SC1 (Supply Clerk)

Same as present pay clerk, with additional emphasis on commissary and ship's service functions. This classification may be further subdivided. Rating groups: SK, DK, CS, SH, AK, SD.

QUIZ ANSWERS

Answers to Quiz on page 37

1. (b)
2. (b)
3. (c)
4. (b)
5. (b)
6. (c)

Ship's Clerk C7 (Journalist)

Assistant public information or public relations officer. Rating group: JO.

Ship's Clerk C3 (Printer)

Assistant OinC large printing or graphic arts activities. Rating groups: PI, LI.

Carpenter E6 (Drafting Technician)

Assistant engineering and construction officer aboard auxiliaries and at repair, CB and technical research activities ashore. Rating group: DM, SV.

Ship's Clerk C4 (Bandmaster)

In charge of fleet music and recreation activities; assist in direction of music schools. Rating group: MU.

Machinist E1 (Machinist)

Assistant engineering officer for vessels and repair activities. Rating groups: MN, EN, MR, BT.

Electrician E2 (Electrician)

Assistant engineering officer, I.C. officer aboard ship and at repair activities. Rating groups: EM, IC.

Carpenter E3 (Ship Repair Technician)

Assistant engineering officer, assistant first lieutenant, assistant damage control officer, assistant repair officer, assistant construction officer. Rating groups: ME, FP, DC, UM.

Carpenter E4 (Foundryman)

Assistant engineering officer, asssistant repair officer. Rating groups: PM, ML.

Electrician CB1 (Construction Electrician)

Assistant electrical engineer in charge of design and construction of electrical installations for CB activities. Rating group: CE.

Machinist CB2 (Equipment Foreman)

In charge of operation and repair of transportation and construction equipment. Rating groups: CD, CM.

Carpenter CB3 (Building Foreman)

Supervisor of building and miscellaneous structural work. Rating groups: BU, SW.

Machinist CB4 (Utilities Technician)

Operating engineer in charge of CB utilities. Rating group: UT.

Machinist A1 (Aviation Machinist)

Assistant engineering officer, power plants and accessories. Rating group: AD.

Radio Electrician A2 (Aviation Electronics Technician)

Assistant electronics officer. Rating groups: AT, AL.

Gunner A3 (Aviation Ordnance Technician)

Assistant ordnance officer, assistant gunnery officer. Rating group: AO.

Boatswain A4 (Flight Controller)

Assistant air officer. Rating group: AC.

Boatswain A5 (Aviation Boatswain)

Assistant air officer, assistant personnel officer, assistant flight and hangar deck officer. Rating groups: AR, AB.

Electrician A6 (Aviation Electrician)

Assistant engineering officer, electrical division. Rating group: AE.

Carpenter A7 (Aviation Structural Technician)

Assistant engineering officer, structural division. Rating group: AM.

Carpenter A8 (Aviation Survival Technician)

Assistant material officer in charge of aviation safety and survival equipment and flight clothing. Rating group: PR.

Aerographer A9 (Aerographer)

Same as at present. Rating group: AG.

Radio Electrician A10 (Training Devices Technician)

Rating group: TD.

Photographer A11 (Photographer)

Same as at present. Rating group: PH.

Pharmacist HC1 (Hospital Clerk)

Same as present pharmacist. Rating group: HM.

District Offices Stocked With Blank BuPers Forms

Blank forms required by field activities for submission to BuPers are now carried by District Publications and Printing Offices, according to BuPers Circ. Ltr. 22-47 (NDB, 31 January).

Policy, Procedures Modified on Handling Of Enlisted Personnel Absence Offenses

BuPers policy and procedure directives regarding the administration of absence offenses of enlisted personnel have been modified by BuPers Circ. Ltr. 12-47 (NDB, 15 January), which expresses the desire of the Chief of Naval Personnel that disciplinary action be prompt, be taken by the man's own command within the provisions of the new directive, and be consistent, uniform and in accord with prescribed standards.

Current Navy Department policy concerning trials of offenses involving absences and desertion, and mitigation of GCM sentences, is contained in SecNav letter of 17 Oct 1946 (NDB, 31 October), to which attention was directed.

The new letter states the revised policy of returning stragglers (absentees less than 31 days) to their own ships or stations wherever possible (within the limitations set by the letter). Disciplinary action in the case of deserters (absentees over 30 days) will continue to be taken by the command to which the men surrender or are delivered, or by the commandant of the naval district, as appropriate, inasmuch as such absence warrants trial by general court martial and usually results in a period of confinement.

In order to carry out the above policy, the new circular letter made several changes in procedure. Previous instructions for sending records, accounts and personal effects ashore before sailing, in the case of absentees who missed the ship, were modified to the extent that these items will be transferred ashore only when the ship sails from the continental U. S. or on an extended cruise. When a ship sails for local operations or for another port on the same coast, the missing ship entry will be made, but the records and accounts will be retained on board.

Stragglers who are returned to their own ships and stations under orders will have written orders showing they are being returned in a disciplinary status in their own custody and that failure to comply will subject them to additional disciplinary action under the charge of deliberate disobedience of orders and further unauthorized absence. It was pointed out in the letter that when a man fails to comply with such orders, trial by general court martial is considered appropriate. Stragglers returned to their ships and stations will have their pay checked for all expenses incurred by the government in connection with their return.

The letter makes certain exceptions to the general procedure in order to relieve such stations as recruiting stations which do not have the facilities for carrying out the Bureau's policy, and also makes such exceptions as are necessary where transfer under guard is obviously called for.

The new circular letter also changes the policy of sending all absence offenders overseas upon completion of disciplinary action. They will now be returned to the same ship or station from which they were originally absent, providing that such ship or station is still in commission; otherwise to similar duty in the same administrative command.

BuPers Circ. Ltr. 12-47 again brings to the attention of COs the necessity of complying with the instructions contained in Arts. D-8002 and D-8005 of BuPers Manual in regard to declaring stragglers and deserters, and closing out and forwarding records and accounts of deserters after 30 days' unauthorized absence. These articles were brought up to date by change No. 11 to the manual. This change should be entered in all copies and should be studied by personnel concerned with handling of unauthorized absentees.

Due to Relocation, Radar School Quotas Cancelled

Quotas for the Naval Radar Training School, St. Simons Island, Ga., have been cancelled in preparation for relocation of that activity at NAS, Glenview, Ill., BuPers Circ. Ltr. 4-47 (NDB, 15 Jan 1947) announced.

To insure uninterrupted CIC training, the letter recommended that fleet training commands utilize to a maximum the facilities at CIC Group Training Centers, San Diego, Calif., and Boston, Mass.

New Policy Announced on World War I Insurance

Personnel who have United States Government Life Insurance policies (not to be confused with National Service Life Insurance) have been advised that after 31 March these policies cannot be renewed by anyone but the policyholder. During the war a designated beneficiary or agent of the insured could renew the policy.

United States Government Life Insurance went into effect during World War I, but new policies have not been granted since 1940, when the newer form, National Service Life Insurance, went into effect.

This provision for automatic renewal or renewal by the beneficiary or agent is restricted by law to the period of hostilities plus three months. The President last December declared the hostilities ended.

ALNAVS, NAVACTS

This listing is intended to serve only for general infarmatian and as an index af current Alnavs and NavActs, nat as a basis far actian. Persannel interested in specific directives shauld consult Alnav or NavActs files directly far camplete details befare taking any action.

Alnavs apply to all Navy and Marine Carps cammands; NavActs apply ta all Navy commands.

No. 7—Changes certain accounting procedures with regard to NSA, APA and Clothing and Small Stores.

No. 8—States immunization requirements for military and civilian personnel traveling by naval air or surface conveyance in the Pacific (see p. 20).

No. 9—Orders check of health records on board against muster roll, and forwarding to BuMed of records of personnel not attached and whose present station is not known.

No. 10—Modifies BuPers Manual to permit appointment to Naval Academy in 1947 of members of Organized Reserve units, and states conditions.

No. 11—Requests applications prior 15 March from USN officers, line and staff, including EDO, ranks captain or commander, eligible for shore duty prior 15 June, for Industrial College of the Armed Forces class.

No. 12—States Alnav 7-47 (NDB, 15 January) not applicable fleet aviation accounting offices.

No. 13—Twenty-seventh in a series listing officers selected for transfer to the regular Navy.

No. 14—Requests applications for Russian language course from male officers qualified in accordance BuPers Circ. Ltr. 202-46 (NDB, 15 Sept 1946) (see p. 50).

No. 15—Specifies 15 Oct 1948 as date uniform changes described in Alnav 406-46 (NDB, 31 July 1946) go into effect (see p. 50).

No. 16—Lists areas and lines still granting furlough rates (see p. 51).

No. 17—Announces establishment of SecNav's Retirement Advisory Board to recommend to him action concerning decision of Naval Retiring Review Boards and Naval Medical Survey Review Boards.

No. 18—States rules for ship's store operation (see p. 54).

No. 19—Twelfth in a series listing nurses selected for transfer to the regular Navy.

No. 20—Calls attention to laxity of commands in conforming to postal laws and Navy directives on postal operations.

No. 21—SecNav's message to the service on unification of the armed forces (see p. 56).

No. 22—Orders surplus Red Cross equipment be referred to American Red Cross, and never turned over to a surplus property disposal agency.

No. 23—BuOrd repeats announcement that ordnance publications now are requisitioned through district publications and printing offices, rather than direct from BuOrd or Naval Gun Factory (see p. 54).

No. 24—Announces certain ratings to which, because of excesses in complement, advancements may not be made (see p. 49).

No. 25—Announces Navy Occupation Service Medal (see p. 40).

No. 26—Requests applications prior 15 March for course in aviation medicine.

No. 27—Announces termination of temporary appointments of named colonels and lieutenant colonels of the Marine Corps (see p. 54).

No. 28—Revises Alnav 558-46 (NDB, 15 Oct 1946) regarding selection of candidates for training and rating as fire control technicians.

No. 29—Twenty-eighth in a series listing officers selected for transfer to the regular Navy.

No. 30—Orders discontinuance issue and use until further notice of sodium chloride isotonic solution 1000 CC, 6S stock no. 1-429-500 BuMed section, Catalog of Naval Material; manufacturer, Don Baxter Inc. of Glendale, Calif.

No. 31—Promotes for temporary service as of 1 February ensigns of the Nurse Corps who reported for continuous active duty as ensigns 2 Jan 1945 to 1 Feb 1945, inclusive.

No. 32—Provides further regulations to accomplish reduction in travel expenditures.

No. 33—Promotes for temporary service as of 1 Feb 1947 ensigns USN and USNR, including Waves, on active duty, as follows: USN ensigns, line and staff, with dates of rank between 2 Jan and 1 Feb 1945 inclusive; ensigns who have accepted permanent USN appointment, with date of commencement of active duty in rank between 2 Jan to 1 Feb 1945, inclusive; USNR ensigns, line and staff, with dates of commencement of continuous active duty between 2 Jan to 1 Feb 1945, inclusive.

No. 34—Sixteenth in a series listing officers selected for transfer to the regular Marine Corps.

No. 35—"The Secretary of the Navy heartily endorses the work of the Navy Relief Society and urges full support of the Chief of Naval Operations' call for contributions in the 15 January Navy Department Bulletin."

No. 36—SecNav announces, with deep regret, the death of Admiral Marc A. Mitscher (see p. 34).

No. 37—Requests applications of USN personnel for training as ETMs and AETMs; states qualifications and ratings which may apply.

No. 38—Requests applications prior 20 February for first course in logistics to be conducted at Naval War College.

No. 39—Announces Naval Reserve Week, planned during month of May, to highlight Naval Reserve enrollment.

No. 40—Notes suits based on negligence of personnel operating naval vehicles total more than a million dollars in last several months; enjoins commands to insure safe operation of vehicles.

No. 41—Permits exchange of gun salutes and other honors between U.S. and foreign naval vessels, accordance Chap. 5, Navy Regs (modifies subparas 1 (d) and (e), SecNav serial 132913 of 1 July 1942; NDB, cum. ed.).

NavActs

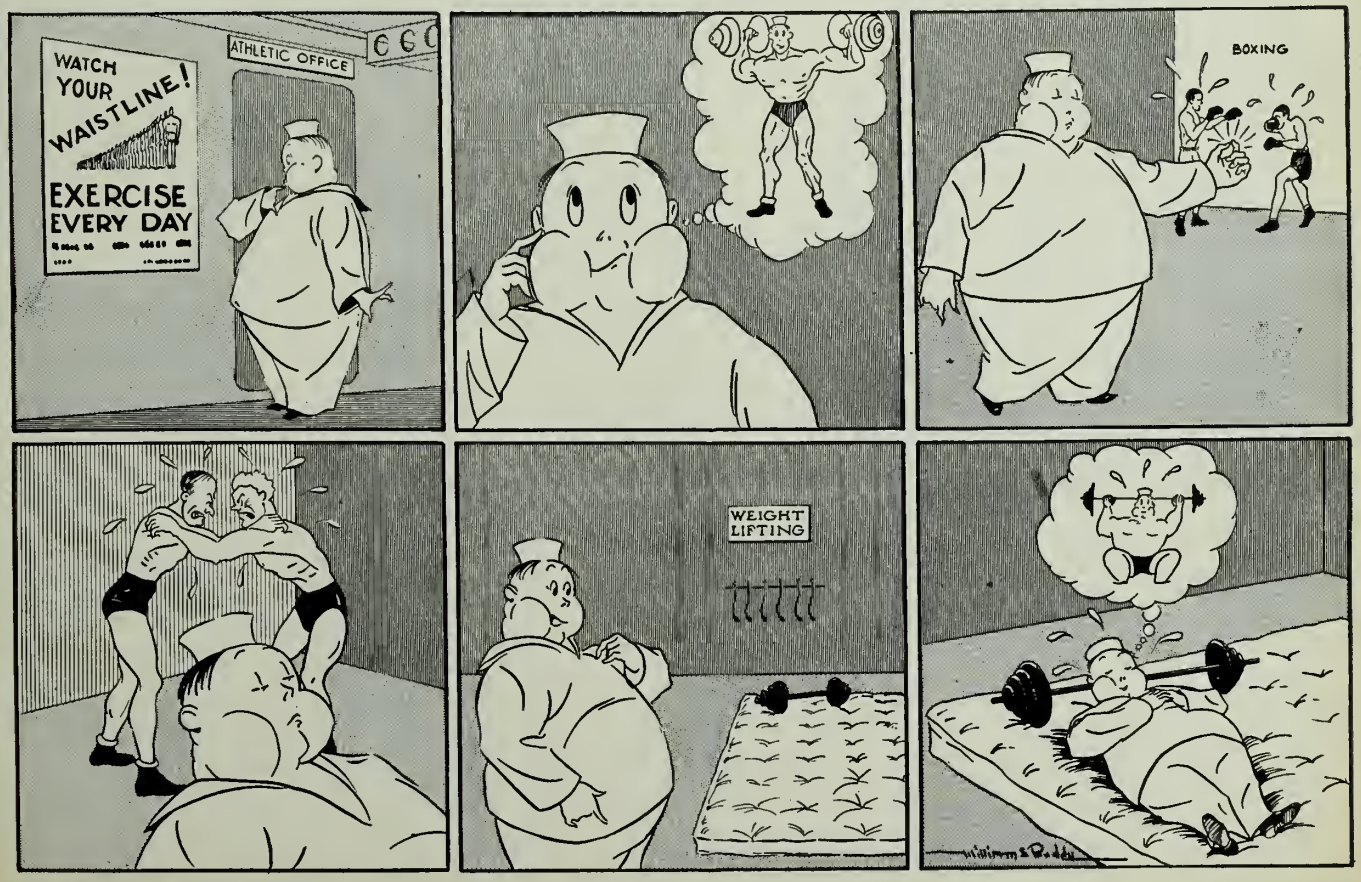
No. 1—States limitations with regard to sale of articles of the naval uniform to former members of the naval service under Act of 12 Feb 1927.

No. 2—Requests dispatch applications for training and duty in offices of the Material Division and BuAer inspection offices (see p. 48).

No. 3—States procedure with respect to use of new allotment authorization (BuSandA Form 545).

BROADBEAM

WASTELINE



FANTAIL FORUM

QUESTION: What do you think of the Naval Reserve Training Program?

(Interviews were conducted aboard USS *Wisconsin*, on her first Reserve training cruise to Cristobal, C.Z.)



Louis Irvin, BGM1, USN, San Francisco: The program is a good thing if it is run right. It keeps a large number of men ready for emergency and thus saves money. Training on the beach should be kept abreast of training on ships.



Lee W. Walker, QM3, USNR, Gap. Pa.: The Navy really profits from the Reserve program because the men in the Reserve can keep in contact with developments aboard ship. The training cruises provide fine training in general.



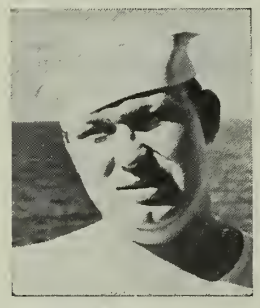
Fred Carozza, SM1, USNR, Yonkers, N. Y.: The Navy will never be on the losing end if it continues to train Reserves. Training cruises are the only proper and efficient way to train men—so they can actually do their job.



W. P. Barker, CBM, USN, San Francisco: The training cruises should last longer. Most of the Reserves that come aboard seem to have an interest in the program and would appreciate a longer period of actual training.



A. P. Dail, MAM1, USNR, Norfolk, Va.: It is 4.0, especially this training cruise. It was well conducted by the men and officers concerned. The program should be continued to provide a backlog of trained men for emergencies.



David E. Pinion, S1, USN, Clemson, S. C.: The Reserves should be given a lot more training, both on the beach and aboard ship. I don't think a person who's never been in the Navy can learn much under the present program.



Edward S. Mak, SM1, USNR, Bridgeport, Conn.: I think the program is well worth what the Navy is doing with it, because if a war comes up again there would be trained men ready. Duty aboard ship is the best training.



Dick Frawley, S1Y, USN, Chicago: As it is now, the program is a good thing for the regulars, too. Reserves coming aboard ship for training are often more familiar with yeomen duties than regulars and can often help us.



Paul H. Foulkner, PHOM1, USNR, Roanoke, Va.: There are still a lot of kinks to be taken out of the program but the training I receive, myself, is sufficient to keep me up to date with the training I already had in the Navy.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time of scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT: A coxswain on a U. S. battleship pipes the crew to attention over the loudspeaker system before making an announcement of interest to all hands on board the ship.**



PASSING THE WORD

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- ★ Build longevity
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

Apr15'47

APRIL 1947

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG




NOON TUNE



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1947 NAVPERS-O NUMBER 362

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Rebuilding Manpower	2
Luau on Tarawa	6
Guided Missiles Guide	8
Films for the Fleet	14
Death of Nazi Navy	16
The Word and Legislative Roundup	20
Iron Man and Iron Ship	22
Reservoirs of Security	26
Books: Three War Books	29
Letters to the Editor	30
Today's Navy	32
South Pole Expedition a Success	33
Decorations and Citations	39
New Topics for 'Bull Sessions'	46
Navy Field Is Sports Capital	49
Bulletin Board	50
'Careful Use of Every Dollar'	51
U. S.-Canada Joint Defense Accord	52
Proposal Revises Selective Promotion System	54
High Naval Command Organization	57
Wide Selection of Training Courses	58
Free Maternity and Infant Care	61
Training, Welfare of Enlisted Men	62
Alnavs, NavActs in Brief	63
Broadbeam	63
Fantail Forum	64

• FRONT COVER: An aircrewman gets the word in making repairs on an intricate piece of aerial camera mechanism. This unusual photograph was taken through glass.

• AT LEFT: The mixed crew of Regulars and Reserves relax about the main deck of USS Wiscansin during the naan haur when the ship's band gives a daily cancert. The Wisconsin was in the Caribbean on a training cruise ta Cristobal, C. Z.

CREDITS: All photographs published in ALL HANDS are officiol U. S. Navy photographs unless otherwise designated. Top right, p. 32, Press Associotion.



REBUILDING MANPOWER

FAREWELL handshake sends men back to duty after completion of retraining. Facial features are intentionally obscured.

IT'S STILL NO VACATION at the Roney Plaza, nor even as good as a 72 in New York, but a stretch in the pokey isn't the dismal dead-end it used to be. Enlightened administration, according to the best and newest penal precepts, has turned the naval prison into a paternal piece of machinery geared to restore men to the Fleet or to a useful place in civil life.

They don't even call them prisons nowadays. The Navy has four places where general court martial prisoners are confined. They are:

- Disciplinary Barracks, Portsmouth, N. H.
- Disciplinary Barracks, Terminal Island. San Pedro. Calif.
- Retraining Command, Norfolk, Va.
- Retraining Command, Mare Island, Calif.

Nor is it a case of calling a spade an agricultural implement. These institutions no more resemble the traditional prison than your blues look like Nero's night shirt.

This is no wild-eyed experiment in pampering offenders. These people know what they're doing and can prove it. Of about 89,000 men lodged in Lockstep U. during World War II, approximately 53,000 were returned to duty. About 68 per cent of these made good, completing probationary periods and earning mitigation of their unexpired sentences.

Old-Fashioned Prisons Have Been Replaced by Disciplinary Barracks Which Return a Large Number of Men to Duty

These 53,000 men represented considerable winnowing and subsequent effort. The rest of the 89,000, with few exceptions, are the chaff customarily shaken out of the inflow of GCM prisoners.

Approximately 10 per cent of all GCM prisoners have been convicted of felonies, charges of such a nature that the Navy cannot restore them to the Fleet. Another 10 per cent of the group are undesirable for other reasons. This 20 per cent probably will never enter retraining, but stay in Disciplinary Barracks until discharged, although every effort is made to prepare them for civilian life.

It is the remaining 80 per cent who receive most of the Navy's attention. From this plurality came the 53,000 with determination necessary to survive retraining and probation—the stuff to give them a discharge under honorable conditions and a clean start in life.

Many of them had even more than that on the ball. There's the case of a sailor, postal clerk in civilian life with 11 years seniority with the Post Office Department. A general court martial prisoner, he was restored to duty and successfully—even heroically—completed his probationary period. On probation in the crew of a combatant ship in the Pacific, this man won the Purple Heart and Bronze Star. After being discharged under honorable conditions, he took his "white ticket" to the Post Office Department and regained his old job as a postal clerk, a position he could not have resumed with a disciplinary discharge.

Files of the Corrective Services Division of BuPers, which has technical

control of all Navy prisoners, bulge with similar case histories, stark narratives of broken lives restored to usefulness by intelligent retraining and understanding guidance. One Marine officer now on duty in the Bureau delightedly recounts the success story of a man once under his command. Restored to duty on probation from the now-inoperative disciplinary barracks at Philadelphia, this Marine served with such distinction in the battle for Guam that he was commissioned on the field for bravery in the face of the enemy. He was released from duty as a first lieutenant in the Marine Corps Reserve.

Only careful, thorough methods can instill men with a will to rehabilitate themselves—methods such as those used at each of the Disciplinary Barracks. Psychiatrists screen all arrivals, probing for the mental quirks that might have put the men in their present plight. With this information, authorities can untangle their confused charges. Psychiatrists also suggest what job each man is best suited for.

To the American Red Cross the Navy is indebted for another step in the restoration of the prisoner to usefulness. The Red Cross, which maintains busy chapters at each of the four places of confinement, compiles complete social histories of the prisoners, uncovering difficulties rooted in upset homes and confused early lives. The Red Cross also attempts to alleviate hardship among families of the prisoners, ridding them of apprehension that would make rehabilitation impossible.

SecNav himself assists in the effort to avert hardship to families of the confined men. In every case where a man has children, $22 a month of his sentence is mitigated so that Class A family allowance payments can continue. The Navy takes the humanitarian stand that a prisoner's children get just as hungry as anyone else's.

Probably a certain steward's mate, with five children, could never have enjoyed the position he now holds were it not for this policy. Family allowance kept his family fed during his imprisonment, while he toiled to gain probationary status. This he achieved and earned a discharge under honorable conditions. With the "white ticket" he was entitled to all privileges under the GI Bill of Rights. whose generous provisions he took advantage of. He now owns and operates a farm, purchased with a GI loan, and leads a happy, unblighted existence in Pennsylvania.

A few men enter Retraining Commands directly, with no stop in the Disciplinary Barracks, due either to sentence of the court or opinion of the entrance examiners that they can be quickly restored to duty. Most, however, run through the DisBar regimen, a varying period of stern attention to duty and strict regulation.

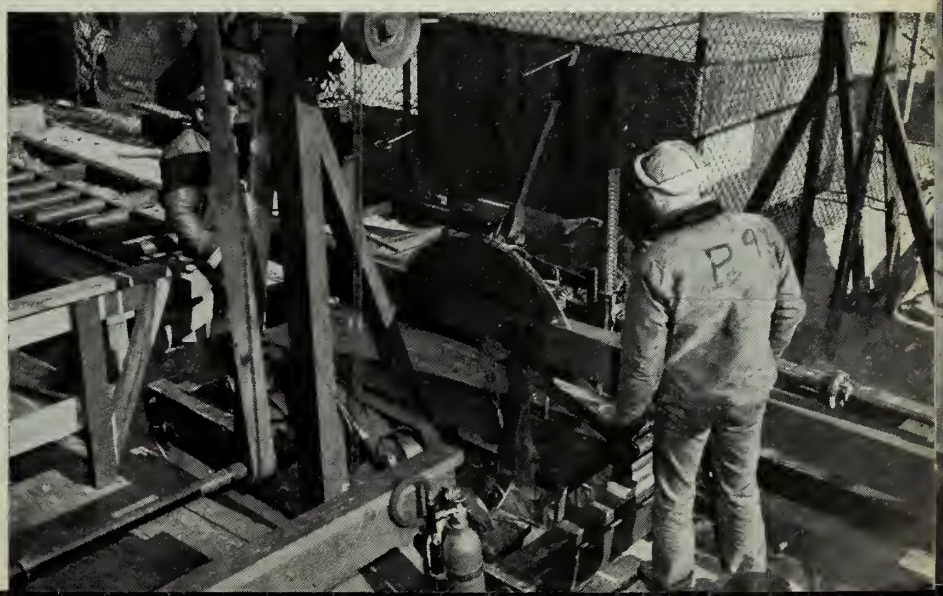
Even early or eventual assignment to the Retraining Command means no easy path to the Fleet for sailors or marines. It was planned that way.



WELDING is only one of many jobs a prisoner might be assigned while in durance vile—others are painting, cooking, carpentry, barbering, typing.



CUTTING UP SCRAP (above) and operation of machinery which converts salvage timbers and boards to salable lumber (below) are among industrial projects.





RETRAINEES learn new skills and perform old jobs while at disciplinary barracks and retraining commands. These men work in naval station salvage yard.



NO TIME is wasted in retraining. These men are baling scrap paper and cartons

Most of those shunted into retraining have been convicted of military offenses—acts that probably would not cause them trouble in civilian life. Consequently, the Navy proceeds on the assumption that the prisoner is fouled up because he lacks training necessary to successful adjustment to military life.

After an entrance routine that closely resembles the program for new recruits, the retrainee goes into quarantine (also reminiscent of boot camp). When he has finished this schedule, the man has been thoroughly examined, tested and lectured.

Now he is ready to face the Assignment Board, headed by the executive officer. This board either accepts the man for retraining or finds him a preliminary work assignment, as the case might require. They also determine whether or not he needs additional education, which is provided by evening classes and USAFI courses. The prisoner gets a job in maintenance, manufacturing or one of several station shops. He learns cooking, baking, shoe repairing, laundering, barbering or typing. If none of these fits his aptitudes, as determined by the psychiatrist, he may be detailed to welding, painting, carpentry, or tin-smithing. He may make cargo pallets, hammock clews, camouflage nets, athletic gear or merely tend the grounds. If he has less than four years schooling, his education will cover the three "R's" plus physical training and infantry drill.



IT'S NOT ALL WORK. Competitive sports help 'sharpen' minds and bodies built up by work and military drill. Baseball enjoys its usual popularity.

Completion of this phase sends him to the Clemency and Restoration Board, headed by the commanding officer and including the psychiatrist, chaplain and Marine drill instructor. Interviewing the man informally, the board considers his early life, offense, adjustment to discipline while confined and sincerity of his desire to get back on the ball. Eight of 10, they decide on the basis of what is best for society, the Navy, the man and his family, are ready for the final and most rigorous part of retraining.

On his way back to duty, the prisoner is thrust into a "duty company," part of a training battalion, where he hears more lectures, undergoes more examinations and continues his schooling. He is subjected to a minimum of eight weeks of boot training, drilling for long hours under case-hardened Marine non-coms. If he pleases these veterans, the Navy assumes he is well-drilled.

If a sailor, the prisoner finds an opportunity at this time to improve his knowledge of his specialty by attending classes convened for that purpose. Marines get training in tactics peculiar to their branch.

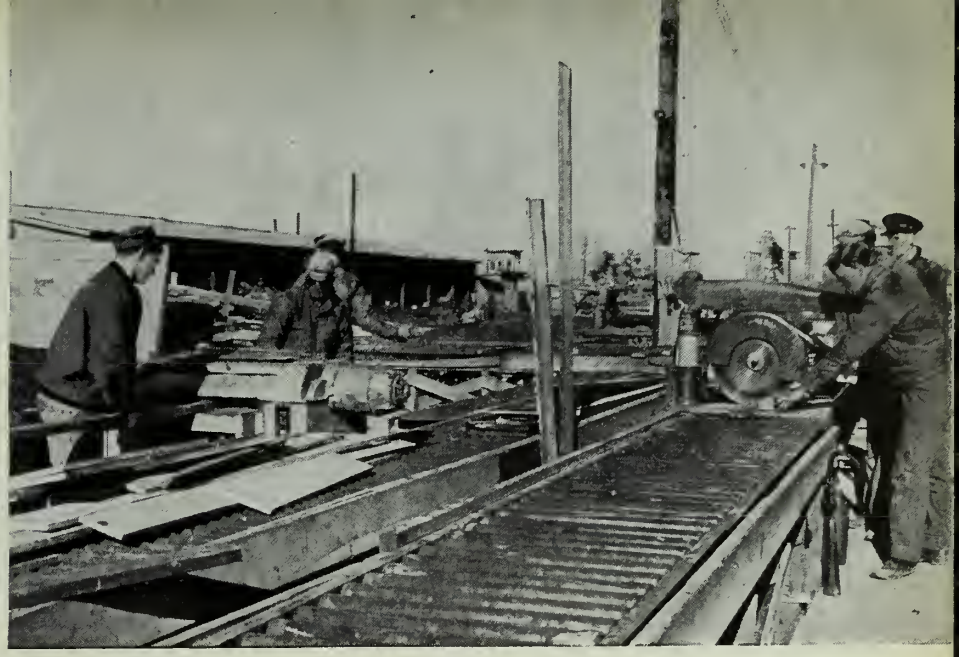
From this stage the man is graduated, taking advanced Navy strength tests and getting a "Certificate of Retraining" after final examinations.

Sailors go back to sea, as a matter of policy, while marines, who make up about 16 per cent of Navy prison population, go to overseas duty. Probation periods run from six to 12 months, during which any major infraction of regulations results in prompt return to the Disciplinary Barracks for completion of the original sentence. Satisfactory completion of probation makes a man eligible for discharge—under honorable conditions—if he is otherwise eligible.

No stone is left unturned in the effort to achieve results. At Norfolk, for instance, the Retraining Command



collected from naval stations in area in which retraining activities are located.



REHABILITATION includes rough work but 68 per cent of the GCM prisoners returned to duty have made good. Many performed heroic duties during the war.

fosters a chapter of Alcoholics Anonymous, which operates under the chaplain's supervision. Not even John Barleycorn, if AA can block him, shall prevent the rehabilitation of a prisoner.

Principally, though, the Retraining Commands concentrate on keeping their charges busier than a gangway watch at a penny arcade on the well-endorsed theory that occupied brains harbor no evil. This pre-occupation with keeping the prisoner busy, aside from helping him to get "well," frequently makes him a better Navy man. For example, hospital corpsmen in durance vile usually go to work in the DisBar sick bay where they are made better workmen for the extra experience.

Undoubtedly the most comforting thought for any prisoner is the fact that he is never completely forgotten. His case is reviewed at least once a year. Local clemency boards, functioning under the CO, make recommendations to the Naval Clemency and Prison Inspection Board, whose senior member is Vice Admiral J. K. Taussig, USN (Ret.) This board, in turn, makes recommendations to SecNav, whose final approval is necessary for mitigation of any general court-martial sentence.

It was this procedure, as in all other cases, that assisted a former school teacher to a new start. Convicted of desertion in time of war, this man was restored to duty, survived probation and was released under honorable conditions. He again holds his old position as instructor in the vocational training program of a large metropolitan school system.

His return to duty followed the pattern of the others. After release from confinement, deserving cases receive 10 days leave and return to find their orders waiting for them. If the ex-prisoner has no funds with which to go on leave, the Red Cross lends him the necessary money. His service record is brought up to date and he is restored to duty as an S2, HA2, F2, or STM3, depending upon his prior rating and service. Marines, regardless of previous rank, go back to duty as buck privates.

One who returned as an HA2 was an ex-pharmacist's mate who wiped out his GCM conviction with a flourish on Iwo Jima, serving out his probationary period in more-than-honorable fashion with a Marine combat unit. Now a civilian, he is enrolled in one of the leading medical schools of the U. S., headed for a career of public service—a career that probably would have been closed to him had his discharge from the Navy been under other than honorable conditions. A dishonorable discharge would have made doubtful his acceptance by the medical school or by the American Medical Association.

In view of the importance of retraining to those who have wandered off the beam, it is little wonder that they rarely forget the officers who piloted them back to a useful niche in society. Nor is it any wonder that the officers, aware of the remarkable success of the Retraining Commands, are bright-eyed zealots. They follow post-prison activities of their graduates with enthusiasm.

You can still land in the brig, but you'll have to be mighty unregenerate to remain a brig rat under the impact of retraining that is given by the Navy.



ARTISTS can take advantage of the commercial art training offered as part of the recreation program, on theory that busy hands help pass the time.





GUESTS INSPECT the controls on the *Tarawa's* bridge (above) during party given on carrier after she put in at Pearl Harbor at conclusion of six months' cruise.

LUAU ON

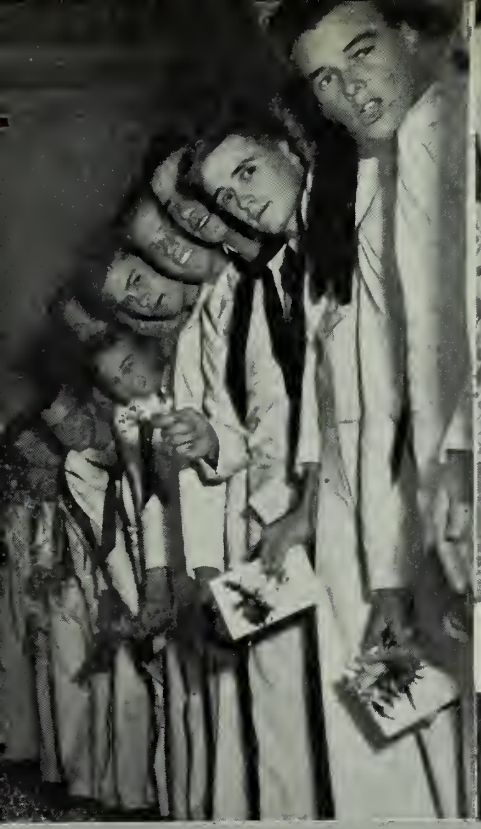




TARAWA'S route is traced on mural for guest's benefit (above). Tables were set on hangar deck (below) so diners could enjoy dance music while they ate.



'ORCHID LINE' (at top) awaited women native flowers. 'Hula Punch' (below) is





HAWAIIAN MUSIC from one band, 'Stateside' music from another furnished rhythm for continuous dancing. All the guests were service and civilian workers.

TARAWA



FIRST GIRL aboard ship for the party receives her corsage from admiring crew members (above). Food from the buffet is enjoyed by couple (pictured below).



guests. They were given corsages of served from bowl made from Jap reflector.



GUIDED MISSILES GUIDE

CLOSE UP the comic book and leave Buck Rogers marooned in a moon crater. Forget the Sunday supplement stuff on "the next war." This is about guided missiles, and the talk will be straight. The truths are simple and may be stated briefly:

• The guided missile seems likely to be the chief new weapon of the future. It will become standard in naval and military use, not alone but in conjunction with the future counterparts of today's ships and aircraft.

• Extensive, arduous, determined effort over a period of years will be required to develop the guided missile from theory to practicality. The Navy has entered whole-heartedly into such an effort.

• The Navy today has *one* guided missile type in service. It is an effective weapon against such clearly defined targets as a ship or a bridge, but no more a one-shot "city buster" than is a single Hellcat.

• The guided missile eventually will cause great changes in tactics and strategy.

• Its practical development will greatly increase Navy men's chances for advancement in technical skills.

Let's expand the subject a bit.

First we'll need a definition of the sometimes loosely-used term "guided missile"—not an official definition, if such exists, but a good working definition. Accept the premise that a missile is any object which may make a trip from a launching point to a target. Then a *guided* missile is this: An uninhabited missile, the trajectory of which is influenced by a mechanism within itself.

This definition may be modified to greater exactness by consideration of the four systems of guiding a missile:

Pre-set missiles—Such missiles are influenced by their controls in flight, but the commands which actuate the controls are established before the missile is launched and may not be altered after it is launched. This is the least precise guided missile type, and indeed is not considered by some to be a true guided missile at all, because it will not respond to commands given after launching. Examples of the pre-set missile are the Nazi V-1 and V-2 weapons. In a sense the torpedo may belong to this category, and so too may the rifled gun projectile, whose guidance is its spin stabilization.

Target-seeking missiles—Such missiles are provided with a means, within themselves, for detecting a target and steering a course to collide with it. Their tactical use is limited by their ability to select a useful military target when offered an alternative target such as a rock or a mountain, and their ability to distinguish between friend and foe. But when they can be used they are the guided missile of greatest precision. An example is the Navy's BAT, a radar-controlled glide bomb, alluded to previously as the Navy's only service missile to date.

Command system—The missile is controlled in flight by orders transmitted by radio or other means. Examples are the target drone and the remote-controlled Hellcats that flew through the Bikini atom bomb cloud.

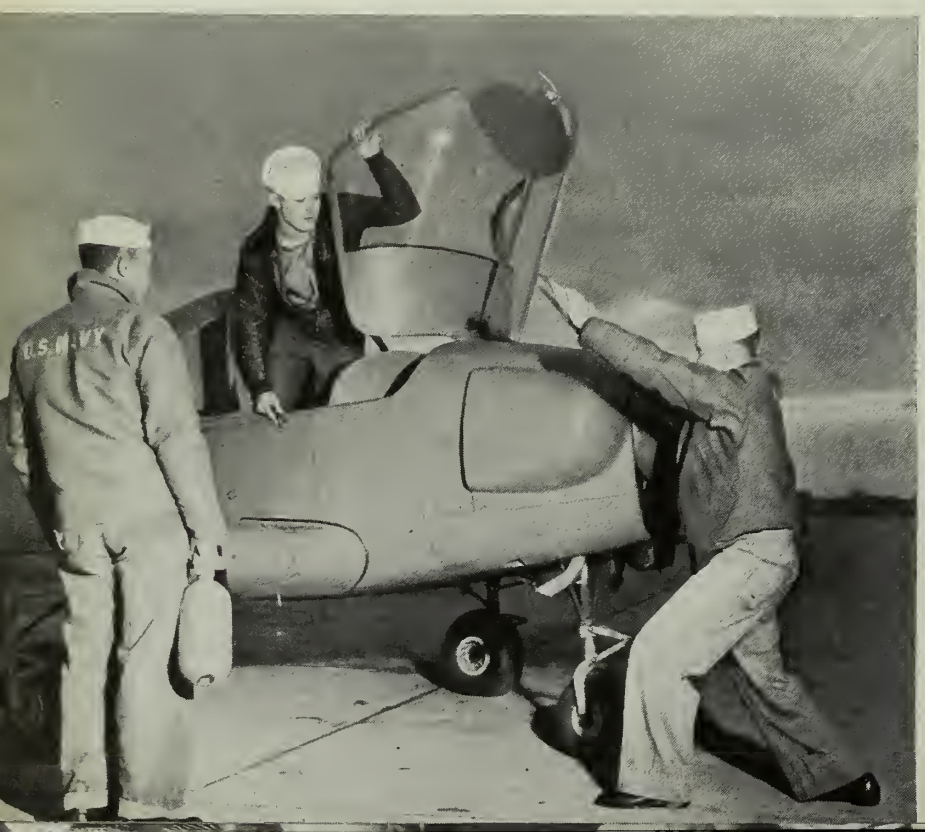
Course-seeking missiles—In this system a beam of light or radio energy is directed on a target, and the missile flies within the beam until it collides with the target. This type is analagous to a commercial airliner riding an A-N beam path along an airway, although the airliner is guided within the beam path by the pilot's intelligence, while the missile is guided by its own electronic "brain."

Obviously, more than one guidance system may be used with a single missile. A missile might be directed close to a target by the command system or course-seeking system, and when within a certain range be steered the rest of the way by its built-in target-seeking system.

Guided missiles may be further classified by a statement of their tactical uses. Here are four basic types: those fired by an aircraft against another aircraft, or against a surface or ground target; and those fired by a surface unit against an aircraft, or against another surface or ground target. The four types are usually more briefly described as air-to-air, air-to-surface, surface-to-air and surface-to-surface. Again, it is obvious that a single missile type may be used profitably in more than one of these tactical categories.

Power plants are far less useful as an aid in classifying missiles. The guided missile is an extremely adaptable device in this respect, and may be propelled by almost any power source. Some are simply gravity-powered; that is, they may be hauled to an altitude and dropped, whereupon they glide upon their target, like the BAT. They may be powered by a variety of motors. Rocket power seems useful because of the great speeds possible, and because the rocket system carries its own oxydizer, eliminating need for oxygen-gathering devices and permitting operation at high altitudes. Jet engines (ramjets, pulsejets, turbojets) are finding wide use because of their simplicity and great speed potential. Conventional reciprocating engines are quite satisfactory for such pilotless aircraft as target drones, where extreme speeds may not be required and where fuel economy and large pay load may be desirable. There is no particular reason why a gas turbine, or even a steam engine, cannot provide power for guided missiles.

These paragraphs are in the nature of a guided missiles primer, necessary because there is as yet no



MAINTENANCE men spin prop on target drone, tiny radio-controlled plane designed for Fleet gunnery practice.



LOON roars off ramp in test at Pt. Mugu, Calif., boosted by a drifting rocket slung beneath missile's tail surfaces.

commonly-known guided missiles vocabulary, no convenient classification, as there is for ships and aircraft. Speak of a BB and any Navy man knows what you're talking about and can draw many implications (first-line fleet unit, 16-inch main battery, 30-knot speed, 1,500-man crew, and so on). The same applies to such convenient terms as SB2C, F6F. But mention a KAQ-1 or a SWOD and who, besides a few technicians, knows what you're talking about?

BuOrd evolved its system of nomenclature as the result of an accident. Haze one day shrouded the target area off New York where guided missiles were tested during the war, and where a decrepit Liberty hull had been moored as a target. An aviator flying a test plane made a run on what he thought was the target, but of course it turned out to be a perfectly healthy cargo ship that had strayed into the restricted target area.

The missile's run was hot, straight and normal, except that it took a fortunate dive into the sea just short of the target. A concrete warhead and missile parts skipped off the surface in a bath of spray and whined through the vessel's rigging, parting a stay and carrying away a section of the lifeline. The armed guard officer aboard thought he'd seen the birth of a German secret weapon, and prowled down onto the main deck to look for evidence.

Well, missiles at that time were compounded of all sorts of stray Navy equipment. Gyros, servo systems, electronic parts and even airframes were apt to bear nameplates stating pretty exactly just what the parts were, what they did, and even who made them. The armed guard officer found several of the plates, and sat himself down and wrote a letter in which he (1) deplored the incident, (2) suggested greater caution on the part of test crews, and then, on the basis of recovered nameplates, (3) described with considerable accuracy what he thought the missile's design must have been, inside and out, before it struck the water.

So you won't find nameplates conveniently describing BuOrd missiles parts now; instead, the plates bear the cryptic designator "SWOD" and arbitrary Mark and Model numbers, a naming system closely akin to the system BuOrd has used on conventional ordnance equpiment. SWOD stands for Special Weapons Ordnance Device, and the Mark and Model numbers, of course, indicate the standing of the weapon or one of its components in a series.

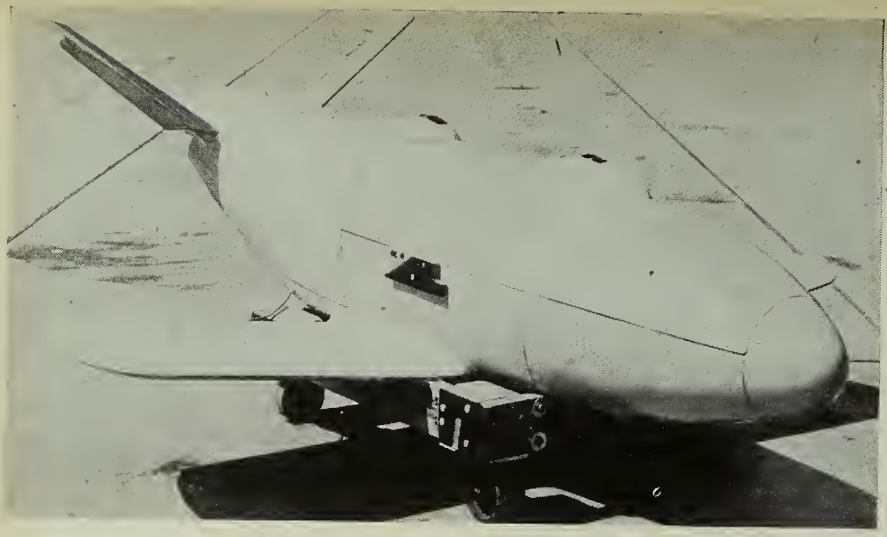
BuAer's designating system, like BuOrd's, follows previous custom of that bureau. BuAer designates missiles like it designates aircraft, indeed often refers to guided missiles by the perfectly accurate term "pilotless aircraft." The typical BuAer designator is three letters, sometimes followed by a number to indicate subsequent models of the same fundamental device. The first letter of the designator is K, which stands for pilotless aircraft. The second letter may be any of a number of letters describing the operational use of the particular missile as follows: A, antiaircraft; D, target (drone); U, utility; G, ground; S, antiship. The third letter indicates manufacturer. Thus, the complete three-letter designator KUN-1, for instance, indicates pilotless aircraft, utility (in this case, experimental), built by Navy, first model in the series.

Certain BuAer missiles still in use employ a name system not in accordance with this. These are older missiles, designated prior to adoption of the standard system, but for convenience' sake the designators have not been changed. As the older missiles are discarded, uniformity will be achieved.

That disposes of some of the ABCs. Consider now the status of the Navy's guided missiles program.

Any survey of the program is bound to reveal the extensive aspects of development and test, and the long way we've got to go before missiles are widely operational. Conversely, you've got to look pretty hard to discover the operational aspect of the program, relatively slight at present, which consists in fact of little more than the operational training in use of the BAT now being carried on by some squadrons of patrol planes.

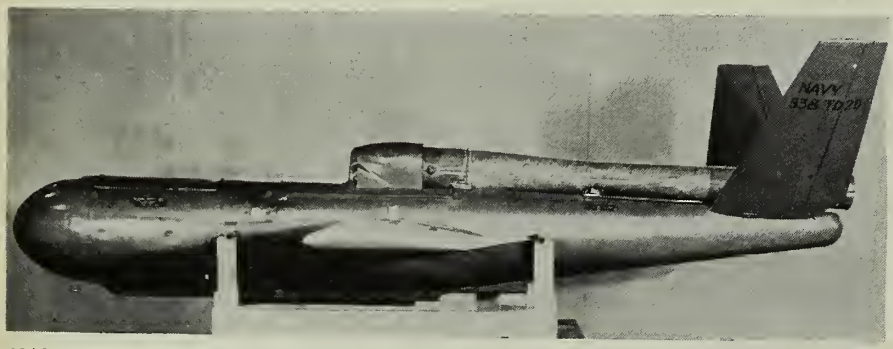
The Navy's vast, forward-looking guided missiles program is a cooperative effort in which almost every major agency of the Navy has a part. BuOrd and BuAer are primarily con-



GARGOYLE is a powered glide bomb which is now used as test vehicle.



THE KDN-1 is an air-launched target drone, powered by a jet engine.



KATYDID is an air or catapult-launched, jet-powered guided missile target.



KU3N-2 was designed for research. Missiles shown are obsolete as weapons.

cerned with missiles development. BuShips has a growing interest in launching and installation problems. BuPers is considering training. The Office of Naval Research assists by coordinating efforts in basic research and by supplying information revealed in the basic research fields. The program is operationally coordinated by a new office, the Assistant Chief of Naval Operations (Guided Missiles), under DCNO (Air). Above the Navy level, the Joint Research and Development Board coordinates the projects of the Army and Navy.

There are currently several important guided missiles test ranges in the U. S., operated by different agencies but available to all as their development and test programs require. BuOrd operates a short range in the Mojave Desert at Naval Ordnance Test Station, Inyokern, Calif. Army Ordnance and the AAF have a longer range at White Sands, N. M., where the V-2s are being fired. Over-water ranges are operated by BuAer, the Naval Air Missile Test Center at Pt. Mugu, Calif., a few hours' drive north of Los Angeles, and by BuOrd at Camp Davis, Holly Ridge, N. C.

Important considerations dictate the location of guided missile test ranges. Of course, you must have a location where the "birds" will not buzz about over peoples' houses. But it must not be so remote that the launching site is uninhabitable. There must be locations for instrument installation along the range, and there must be a suitable impact area which can be kept free of picnickers. Instrument installation is a special problem of over-water ranges, solved at Pt. Mugu where the convenient Santa Barbara Channel islands provide locations over a range 100 miles long. A discussion of Mugu's facilities and operations will apply, in a general way, to all guided missile ranges, although the Mugu range is an over-water range and thus has some unique problems.

The big radars at Pt. Mugu start early on working days, sweeping the range for stray fishing smacks, yachts or ships. A PBY "Polly plane" equipped with loudspeakers circles the area, and dips down to masthead height to warn craft off the range. Civilian technicians and naval personnel are busy at the launching site. Some prepare the missile for test firing. But a greater number must serve the intricate instrument system which will record flight data for future analysis.

At firing time the launching area is cleared of exposed personnel, and an engineer in an armored booth starts the missile's engine. Some missiles may take right off the ramp at that moment. Others may be pushed up to flying speed by booster rockets. The reason for this variation in launching technique is that the engines of some missiles will produce adequate power from a standing start, others will operate efficiently only at high speeds (the ramjet engine is a notable ex-

ample of this). And, in some tests, booster rockets are used to give the missile a burst of initial speed, simulating firing from a fast-moving airplane.

As a bird of subsonic speed type leaves the ramp and starts on a 400 to 600-mile-per-hour flight, an Army P-80 streaks onto the scene and takes station above and behind the missile, to follow it throughout the flight, riding herd in case it should misbehave and stray off the range. The very excellent P-80 draws this assignment because it's about the only airplane there is that can tag along fast enough to keep the bird in sight. (Of course there are many missile types, in the sonic and supersonic speed ranges, which even a P-80 can't get near.)

Elaborate instrument systems are required to record a maximum of the information each test flight offers. Instruments within the birds themselves report by radio a time history of the missile's attitude about the three axes of roll, yaw and pitch; its air speed, angle of attack and position with respect to a target; the axial and rotational accelerations encountered, and the performance of the various parts of the missile. In a process known as telemetering this information is radioed from the missile, and intercepted and recorded on the ground. Important information also is obtained by visual and radar tracking from the launching site and way stations en route. Such external instrumentation records flight data to give a time history of the trajectory in terms of position, velocity and acceleration. Sometimes it is possible to photograph, by means of telephoto cameras, the missile's attitude and the position of its control surfaces.

The scientists at Mugu and other ranges currently are working with a variety of developmental and test missiles, some of which may be described briefly. Photos of several of these missiles appear on these pages.

Two on which BuOrd has released information are the BAT and the Bumblebee. The BAT, BuOrd-developed, has been turned over to BuAer for training and operational use. As previously stated, it is a glide-bomb type, controlled in flight by the radar target-seeking system. So effective was it against ship targets, in tests and in operational use in the closing months of the Pacific war, that BuOrd became uncomfortably aware an antidote was needed, a missile that could be counted upon to bring down attacking planes at great ranges before the attackers could launch missiles similar to the BAT. The Bumblebee was the result. Now under development for test purposes, it is to be a ramjet-powered missile, designed for shipboard launching against attacking aircraft.

BuAer's missile stable includes a variety of types. A new one is the Lark (KAY-1 and KAQ-1), a surface-to-air missile, rocket-powered. Many BuAer missiles are the result of wartime development, all now used only in test or as targets. They include:



FINAL inspection of experimental guided missiles is made at NAMU, Johnsville, Pa. Development of missiles has a Triple-A priority among Navy's projects.

Gargoyle (KUD-1), an air-to-surface, radio-controlled powered glide bomb, carrying a 1,000-pound general purpose or armor piercing pay load, designed for launching by carrier aircraft against maneuvering targets; Loon (KUW-1), a pulsejet-powered, surface-to-surface missile to be launched from the ground or shipboard, a modification of an AAF production of the German V-1 "buzz bomb"; Katydid (KDD-1), air or catapult-launched, jet-powered target; Gorgon IIC (KUN-1), a rocket or catapult-launched, jet-powered experimental missile, suitable for ship-to-shore area bombing at 100-mile ranges, with a speed over 400 knots; KU3N-1, an air-to-surface missile launched from the wing of a parent plane and flown by remote control from another plane, with a speed greater than 500 knots; KU3N-2, powered by twin bi-liquid propellant rocket motors and designed for transonic speed research, of all-wood construction, launched from ground or air.



GENERAL VIEW of assembly section at NAMU. In background are small planes to be converted for pilotless flying.

Many of these missiles are built by the Navy at the Naval Air Modifications Unit, Johnsville, Pa., a center of guided missiles construction.

Immediate question in the minds of bluejackets is: When are these missiles coming to the Fleet for training in maintenance and operations? The answer must be indefinite, but be assured the Navy is pushing missiles development in a triple-A priority program. It seems probable some missiles will go the Fleet for for evaluation within a few years, but the problems of missiles development are so complex, the science so new, no man can set a certain date for production of an operational missile.

Rest assured the missiles will come to the Fleet, and bring with them implications of great importance to the rating structure and to the career bluejacket. At first, the men concerned with shipboard or squadron missiles will be drawn from the ranks of available technically-trained sailors — the fire controlmen, fire control technicians, the electronics and aviation electronics technicians; the torpedomen and gunner's mates; the aviation machinery, airframe and instrument technicians. Eventually, as such men become expert in guided missiles, it seems likely new classification codes will be evolved to describe their skills, or perhaps a new rate, "guided missiles man," will develop. The training required for the various specialties listed above is quite applicable in the guided missiles field, especially in maintenance. Other men with training in the operational aspects of fire control, CIC techniques and radar, plane-handling crewmen and target



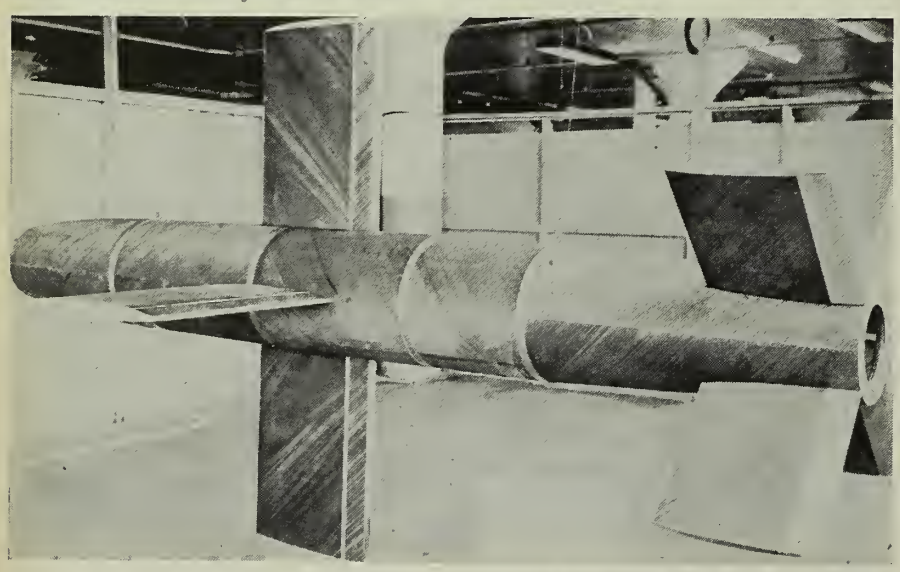
KU3N-1 is launched from wing of parent plane, flown by remote control from another plane. This air-to-surface missile has speed greater than 500 knots.

drone operators, will fit nicely into the guided missiles operational team.

Use of guided missiles in the Fleet will affect just about the entire crew of the ship. Some missiles are larger than any shells or torpedoes ever handled aboard ship; some are heavier than some aircraft. This implies radical changes in shipboard arrangements, from handling rooms up to the launching ramps. It also implies new work for the boatswain and the deck force, ammo handlers and gunnery department maintenance crews. In short, you'll get the word when the guided missile is added to your ship's or your squadron's armament.

Another effect upon the Navy's personnel structure will be an emphasis on the importance of the trained technician in the ship's organization. Many men now serving their second or third hitches can recall the days when the gun crews were the ship's aristocrats, when a skipper would have traded off his gig, if he could, for a good pointer and a chance for a white "E" on the turret's side. Accuracy will be equally important in the guided missile era, but it will not be achieved by a clear eye at the pointer's scope. The tools of modern warfare have speeded beyond human reaction. Weapons as automatic as a dial telephone will be independent of human control. Accuracy will be achieved in the work of the trained, long-experienced technician with a headful of data and a steady hand on the screwdriver.

BuPers' recognition of this principle is implicit in the vastly expanded electronics and fire control technician training programs now calling men from the Fleet to long tours in shoreside classrooms. It seems that long as is the process of developing a guided missile, it very likely is no more than long enough to allow time for adequate training of personnel to handle the weapon.



THIS IS a mockup of the KAQ-1, or Lark, one of BuAer's newest. Guided missiles, like Navy's planes and ships, have been given their own designations.

And the process of development is arduous and long. The first successful BAT represented 1,000 man-years of research and development effort. Yet the BAT is relatively a simple missile. The German scientists worked 9 to 12 years to produce the V-1 and V-2 weapons, an amount of effort comparable to that expended by our own nation in development of the atomic bomb.

The Navy has been "in the business" for some time itself. BuAer first experimented with radio-controlled aircraft back in 1922, in conjunction with the Naval Research Laboratory and the old Bureau of Engineering (now BuShips).

The first drone was successfully flown, without a pilot, at the Naval Proving Ground, Dahlgren, Va., about 1923. These early efforts resulted in development of the target drone for AA practice, and a logical next-step was a project begun in 1940 to add bomb loads to the drones. BuAer called them "assault drones," and a job they did against the Japs went almost unnoticed in the welter of wartime headlines. The drones were launched against Japanese installations at Rabaul, with fairly good results considering the infant state of the guided missile at that time. These drones were controlled by the command system from a mother plane. As an added feature, each drone carried a television unit, and a receiver in the mother plane showed the drone's operator what his missile was pointed at.

BuOrd's first guided missile production was the BAT, developed in cooperation with the war-time federal Office of Scientific Research and Development and the National Bureau of Standards. But far older than the BAT was BuOrd's interest in projectiles in general, which involved research and development work in supersonic aerodynamics, propellants, ballistics, warhead design and, particularly important, automatic control systems, which are the scientific bases of the guided missile. And, just to show you where such projects can lead, consider BuOrd's second missile development, the Bumblebee, which resulted in more than another missile. Out of the research and development that produced the Bumblebee came the ramjet engine, the Flying Stovepipe with a 1,500-mile-per-hour speed. (Technical direction of the Bumblebee project is provided by the Applied Physics Laboratory of Johns Hopkins University. Included in the project are about 20 other agencies, such as industrial laboratories and universities. This group produced VT fuzes for World War II).

The above implication that the guided missile is deeply founded in basic research can be illustrated by a listing of the problems in basic research scientists must consider as they develop guided missiles. A prominent physicist who has worked in the field compiled an off-hand list showing that missiles development involves problems in such fields as aerodynamics, combustion, propellants, gyros, servo

mechanisms, radar, electronic components, radiowave propagation, telemetering, proximity fuzes, shaped charges, warhead fragmentation and damage probability, upper-air combustion and, eventually perhaps, interplanetary navigation. No one man can be an expert in all these fields, and thus missiles development requires the greatest cooperation between scientists and engineers, and the agencies employing them. It's not hard to see that the greatest of coordinated efforts may be expected to produce a missile only after—what was it?—yes, 1,000 man-years of work!

Tactical and strategic implications of the guided missile are profound, but the doctrine is not yet written, because missiles are so new. The missile will dictate tactical development, tactics will not determine the development of missiles. Some changes already are apparent; a few others can be pointed out with reasonable certainty.

The BAT already has changed the tactical relationship between the patrol plane and the surface ship. The BAT provides the patrol plane with a weapon capable of destroying a ship, or inflicting at least heavy damage, while the plane stays out of range of the ship's guns. Unless the ship has air cover or can launch a combat air patrol, or unless the ship is equipped with an adequate surface-to-air missile which can bring down the patrol plane at greater range than the plane can launch the BAT, the ship is helpless.

Other tactical implications are revealed in considering use of fleet and air units in conjunction with guided missiles. The missiles will greatly extend the effective striking range of a surface ship in antiaircraft, antiship or shore bombardment operations. Area bombardment from fleet units 100 or 200 miles or more off an enemy coastline will be quite possible, using missiles now in the test stage. Such tactics would provide a new function for surface ships or submarines. As a matter of record, we stopped the Nazis just in time to forestall a fearsome plan of theirs. They were well along in designs for delivery of V-1 and V-2 weapons by submarine to sea-launching sites off eastern coastal cities of the United States.

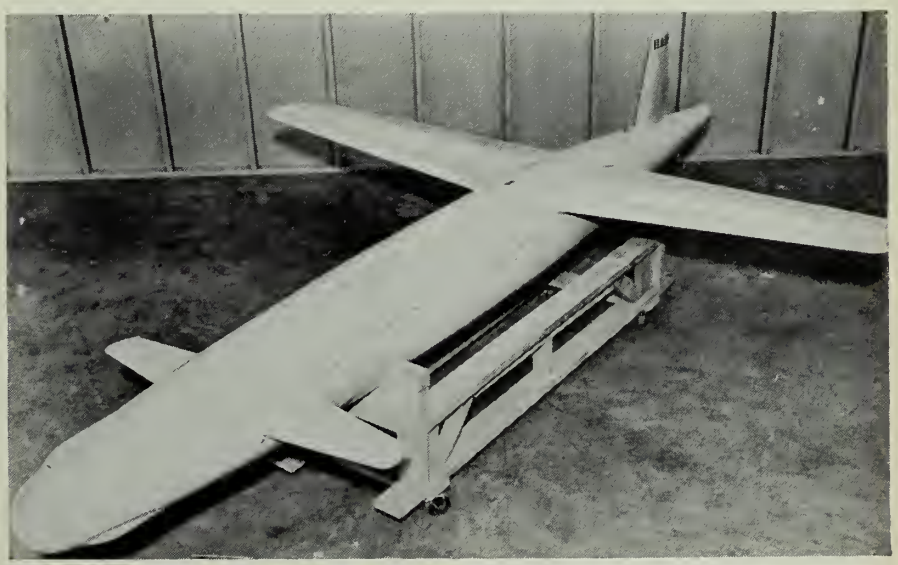
And if missiles can extend the range of ships, it is equally true that ships can extend the range of missiles. Look at it this way. Assume you wish a missile to use against an enemy across several thousand miles of sea. You might approach your problem by attempting to build a missile capable of taking off from a Kansas cornfield and traveling a third of the way around the globe. Such a missile would require a stupendous amount of fuel to propel it that far, even without the weight of a warhead. And for every pound of warhead added, it would require still more fuel. Any way you look at it, you'd be expending an immense amount of fuel—and a lot of expensive missile—for a relatively small bang. The great expense of such a missile would make its use extremely doubtful from the standpoint of military economics.



TECHNICIANS test-fire the Gorgon at NAMU. Gorgon is jet-powered, experimental missile, which is launched from a catapult or is given rocket assistance.

Another approach to the problem offers good possibilities, if you're in a position to use it. Fortunately, we are. Take the warhead off your monster 10,000-mile missile and hitch it to a missile say a twentieth as large. It won't cross an ocean now. It may have a range of only a couple of hundred miles. But you can load it aboard a ship, carry it across an ocean, and turn it loose on the other side; or you can put it aboard a carrier for the trip across, thence aboard a plane for delivery. The military economics of the situation are improved because, for each bang, you expend a smaller missile; and because your ships and planes can come home for additional loads an indefinite number of times.

But we've wandered well into the future. Consider again the difference in time, effort and knowledge between the concept of a missile and the same missile in operational use. The missile evolves slowly, from basic research in many scientific fields to a stage the Navy terms "development." At this point an actual prototype missile is built. It progresses to the "test" stage, and is given an exhaustive analysis over a period that may sometimes be measured in years, to determine if it will work at all, and under what conditions. Missiles which pass the test stage—and they have been few so far—will enter the stage of "tactical evaluation." They will go the Fleet. They no longer will be babied by trained technicians. Enlisted crews will replace the technicians for maintenance and operations. Launchings will be made with cold salt spray coming over the bows. Flights will be launched in fog, rain and storm. Ship, air and shore targets will be destroyed. And only after this process is completed will a new weapon take its place in the Fleet, or slip back into oblivion.



EARLIER GORGON resembles a freak-tailed shark, and is used for air-to-air pilotless aircraft training. This one obtained its motive power from rocket motor.

FILMS FOR THE FLEET



FLICKER is shown on the afterdeck of a cruiser at sea. Dual projectors permit continuous running of the motion picture.

FOUR HOLLYWOOD movies selected each week for naval forces afloat and personnel at overseas bases —that's the job of the Navy Motion Picture Service which negotiates annual contracts with the motion picture industry, leasing feature pictures and short subjects for Navy use at sea.

Whether it's the latest western, musical comedy or thriller, the Motion Picture Service reviews and selects the movies each week, basing choices on past experience with the likes and dislikes of Navy men.

The Navy uses about three-quarters of the annual Hollywood output. The motion pictures, bought on an attendance basis, are put in Navy custody under lease for two years. The new and unused films are distributed to forces afloat and for shipment to overseas bases within 90 days of national public release, or in some instances while in a pre-release status.

After selection by the Navy Motion Picture Service, which is under the cognizance of BuPers, the 16-mm. and 35-mm. films are ordered from the industry and turned over to the Navy Motion Picture Exchange, located at New York Naval Shipyard, Brooklyn, for distribution.

Upon receiving 15 prints of each of the four movies selected every week, the exchange makes up a program approximately 90 minutes long. A complete program may be composed of a feature picture plus selected short subjects, also leased from the industry.

After the new film, which is received from the producers on plastic hubs, is wound on Navy reels and placed in special Navy containers, the show is ready for the road.

Enclosed with each movie is a program record book for use of each command seeing the film. Information regarding date received, condition of the film when received and damage done to the film during exhibition is recorded in the book and certified by the CO before the film is transferred.

The movie containers are stenciled with numerical designations and numbered chronologically to insure correct distribution and to prevent replays.

Films go to the Fleet via various distributing exchanges located on the east and west coasts. Actual distribution to forces afloat is effected through these exchanges at Boston; Casco Bay; New York; Philadelphia; Norfolk; Charleston; Green Cove Springs; New Orleans; Orange; San Pedro; San Diego; San Francisco; Seattle and Balboa.

All pictures eventually return to the Motion Picture Exchange, Brooklyn, for delivery to contractors.

Programs are forwarded via NATS as rapidly as possible to avoid undue loss of entertainment value. Schedules are followed precisely and most of them require the exhibiting unit to "show and ship" in a hurry. Ships of the Fleet may exchange films with other divisions and squadrons, from fleet to fleet via fleet or shore exchanges, as frequently as possible.

If movies arrive at an activity behind schedule, or not at all, it's because activities do not forward the programs immediately after showing them. It is *not* the fault of the Motion Picture Service. The Navy Motion Picture Service gets the films to the distributing exchanges as early as possible. From then on distribution is up to individual ships and activities. Instead of stowing a film in the movie locker after showing, commands should forward them immediately in order that the NMP's goal, that of

having as many places as possible exhibit the top movies as soon as possible, can be accomplished.

Individual taste in motion picture entertainment varies. The industry plans its productions with a view to pleasing a market of wide-range cross-section public opinion. The cross-section is entertained by historical, documentary and biographical subjects and by fictional drama, mystery, comedy, musicals and westerns. Fortunately, because the Navy's annual library is so extensive and if schedules are followed closely, those bored by one type picture do not have to await many exhibitions before a picture more in accordance with their own tastes is shown. Surveys show that the men in the Fleet prefer musical comedies and action pictures over others, with war pictures at the bottom of the list.

Fifteen copies of each movie are bought to provide the widest possible quick distribution. More prints are desirable, but fund limitations make it impossible. Nine of the prints are sent to Pacific forces while the rest go to the Atlantic Fleet and activities in Europe.

The Navy Motion Picture Service handles only films going overseas and to the Fleet. Continental activities are not connected with NMPS. Activities in CLUSA have their own non-appropriated funds from which to procure movies for their activity. Such activities obtain entertainment motion picture films by the Optional Naval District Motion Picture Plan in accordance with BuPers Ltr. S85-1 of 28 Aug 1943.

The plan provides for procurement of the newest 35-mm. pictures within 30 days before or after national release. District welfare and recreation officers, at the discretion of respective commandants, maintain direct contact with commercial motion picture exchanges either in or out of individual naval districts. In this way, direct booking for motion pictures is made with the exchanges and payment is made on the basis of 10-cents per person. The Navy Motion Picture Exchange, Brooklyn, furnishes each naval district with notices of availability of feature subjects. It is entirely up to the individual command what movies are shown when.

Naval hospitals in the U.S. receive motion pictures from commercial exchanges on a flat rental basis and no admission is charged for performances.

BuShips furnishes and assigns all motion picture projection equipment, including spares and replacements, both ashore and afloat.

Operators of sound motion picture machines should be graduates of a Navy school for motion picture operators to avoid undue damage to Navy leased film, which would remove the films from circulation. But the demand for graduates of the schools is much greater than the supply and COs are authorized to employ temporarily the services of any man as a sound motion picture operator who, in the judgment of the CO, is qualified in accordance with Art. 5333, BuPers Manual (Change No. 6).



NAVY MEN prefer musical comedies and action movies over others, with war films at the bottom of the list. In any case, they see the best films available.

All 35-mm. film has a nitrocellulose base. Therefore, it is readily combustible and inflammable. Its source of danger as a fire hazard at all times cannot be over-emphasized. Although 16-mm. film has an acetate base the same general safety precautions should be applied. Closed spaces are particularly dangerous.

Class C schools for motion picture operators are located at USNTC, Bainbridge, Md., and USNTC, San Diego. An intensive eight-weeks course in theory and practical instruction is provided in operation, care and upkeep of 35-mm. and 16-mm. sound motion picture equipment and film. Quotas are assigned by BuPers and graduates are usually assigned to the Fleet. Candidates should have basic knowledge of elementary magnetism, electromagnetic induction, storage batteries, theory, care and operation, applications of Ohm's and Kirchoff's laws and elementary knowledge of vacuum tubes.

During World War II, the showing of motion pictures was an undeniable factor in boosting morale of the Navy's fighting men. Although the only seat in the house was the anchor windlass, they drew SRO crowds at every performance.

Now, as during the war, movies straight from Hollywood are shown to Navy audiences throughout the world.



MOVIES may be shown to naval personnel below decks on a ship at sea or at an overseas base even before public release of the motion picture in the States.

DEATH OF



NAZI DESTROYERS steam in column open order in this 1940 picture. Swastika was painted on deck for quick recognition by Luftwaffe, distrusted by navy.

A POWERFUL NAVY, the German high seas fleet of battleships and cruisers, took a stunning defeat in the midst of World War II, and the defeat was not the result of bombs, or of the guns on the prowling ships of an enemy navy. It was a defeat ordained by words alone, delivered on a scrap of paper.

The story is told in documents from files of the German Naval Staff, obtained by the U. S. Navy, and in reports written after the war, from memory, by high-ranking German naval officers. The documents give an intriguing insight into the Nazi war effort, which seems to have been somewhat more addled than the supermen cared to admit.

Nazi Vice Admiral Theodor Krancke wrote part of the story in reports to the German Naval Staff, in which he told of der fuehrer's verbal broadsides at conferences which in three days, soon after our entry into the war, knocked out the Nazi ships without scarring the mahogany table. The narrative reveals a Hitler, disillusioned at what he felt was the failure of his navy, so infuriated by a series of minor circumstances that he ordered the scrapping of his ships. Krancke, by the way, was Permanent Deputy for the Commander-in-Chief, Navy, at Fuehrer Headquarters, and thus had opportunity to observe, and patiently weather, the blasts of Hitler's anger. Krancke's narrative goes like this:

30 Dec 1942

"Morning Situation Conference . . . After discussing the transport situation in the Mediterranean, the Fuehrer talked about the superiority of the British Navy which was able to sail through the Mediterranean without paying any attention to the Italian Navy and Axis Air Forces. He described our own Navy as but a copy of the British and a very poor one at that. The ships are not in operational readiness; they are lying idle in the fjords, utterly useless like so much old iron.

". . . I read a teletype message from the Operations Division of the Naval Staff which said it was intended to commit the Northern Cruiser Task Force against a convoy reported by our submarines. The Fuehrer asked whether the force could get there in time and locate the convoy. I replied that this was possible. . .

"Evening Situation Conference—I reported that the task force had left port and would presumably locate the convoy in the early morning hours. The Fuehrer emphasized that he wished to have all reports immediately, since, as I well know, he cannot sleep a wink when ships are operating. . ."

31 December

"Noon Situation Conference—At 1030 this morning I had reported to the Fuehrer that the task force had been in contact with the enemy since 0936. I also gave a submarine report of 1145 according to which the action apparently had reached a climax, since only a red glow could be seen in the arctic twilight. The Fuehrer and I believed that in the main the attack on the convoy had come off according to plan.

"Evening Situation Conference—No reports. . . except that Commanding Admiral, Cruisers, has reported that the ships were returning to the rendezvous at 2200. I concluded that the naval force had not suffered any damage, as their cruising speed was at least 20 knots. I also reported that there was no radio contact with DD *Eckoldt*. During the evening situation conference, I received a (British) Reuter report of a naval engagement (one destroyer sunk, one cruiser damaged). We thought it possible that this report was correct. The Fuehrer was uneasy and wanted to know why our own force had not yet reported. I explained that radio silence was maintained at sea. . ."

1 Jan 1943

"During the night I called the Naval Staff and Group North every half hour asking for news, but no success. The Fuehrer too sent several times to inquire whether I had any news. At 0415, shortly before the Fuehrer went to bed, I visited him and informed him that I would submit incoming messages immediately, so that he would have them the moment he awoke. . .

"Discussion of situation at noon—Despite repeated calls to the Naval Staff and Group North, there were still no further messages. I again pointed out the urgency of obtaining a report for the Fuehrer. I was told that the telephone connection (at CA *Hipper's* mooring buoy) was damaged.

NAZI NAVY

"I informed the Fuehrer accordingly at the discussion. He said it was an impudence that he as Supreme Commander had not received any news 24 hours after the action, and that the British had already given a report on the previous evening. . . He spoke of the uselessness of big ships, of lack of ability and lack of daring on the part of the older naval officers, and so on. I had to give up any attempt to explain or protest. He even stated that we dare to attack merchant vessels only if they do not answer our fire.

"During the afternoon— . . . I was sent for by the Fuehrer who asked me for news. He then walked up and down the room in great excitement. He stated that it was an unheard-of impudence not to inform him, that such behavior and the entire action showed that the ships were utterly useless, that they were nothing but a breeding ground for revolution, idly lying about and lacking any desire to get into action. This meant the passing of the high seas fleet, he stated, adding that it was now his irrevocable decision to do away with these useless ships. He would put the good personnel, the good weapons and the armour-plating to better use. 'Inform the Grand Admiral of this immediately'...

"At 1925 I received a report by phone from the Commander-in-Chief, Navy, which I had typed and submitted to the Fuehrer as soon as he awoke at 2015."

This report, delivered by Vice Admiral Krancke to Hitler, was not cheerful. An important part of the report follows:

"Concerning the outcome of the operation of the Northern Cruiser Task Force, it became known in the course of the day that our forces had been unable to penetrate the defensive screen of the enemy. While attacking the convoy from the northwest, *Hipper* had been engaged by the enemy's defensive forces for a protracted period. She had been able to damage three to four destroyers. However, she ran from a low visibility sector into the gun range of an enemy cruiser. She was surprised and received three hits, one of which put her boiler room '3' out of action. Boiler room '4' was also out of action for some time due to flooding. Her speed was thereby cut down to 18 and at times to 15 knots.

"DD *Friedrich Eckoldt* was detached by Commanding Admiral, Cruisers, to sink an enemy destroyer which had been crippled. After completion of this task, *Eckoldt* mistook the *Hipper* for a British cruiser; thereupon she closed the enemy force, was surprised and sunk."

The report recounted that a force, headed by the CA *Luetzow*, had attacked the convoy from the southeast but managed to score only two certain hits on ships of the convoy. The report concluded:

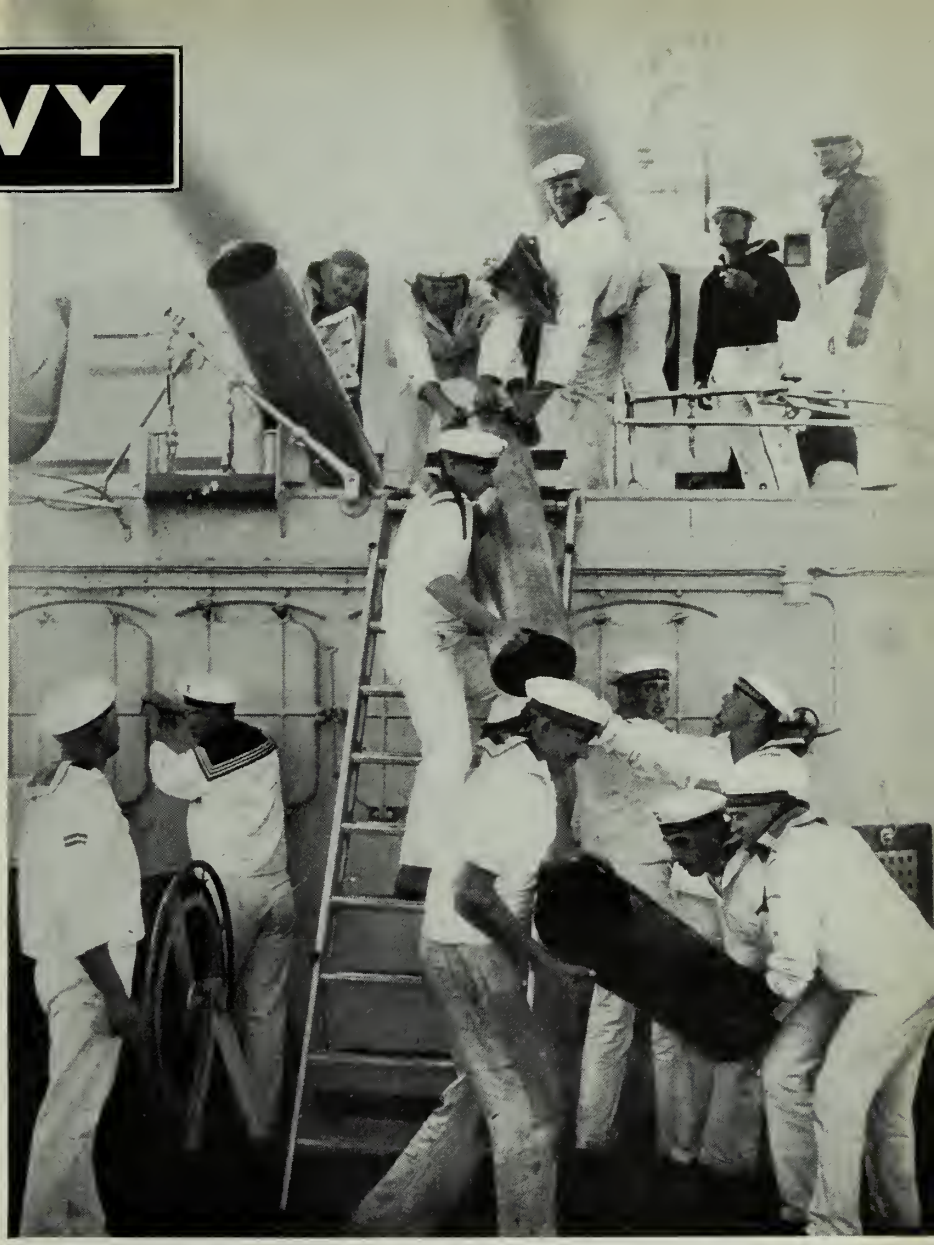
"After *Hipper* was damaged, Commanding Admiral, Cruisers, gave order to break off the action and retire."

Krancke's narrative continued:

"At the situation conference that evening there was another outburst of anger with special reference to the fact that the action had not been fought out to the finish. This, the Fuehrer said, was typical of German ships, just the opposite of the British who, true to their tradition, fought to the bitter end. He would like to see an Army unit behave like that. Such Army commanders would be snuffed out. The whole thing spelt the end of the German high seas fleet, he declared. I was to inform the Grand Admiral immediately that he was to come to the Fuehrer at once, so that he could be informed personally of this irrevocable decision."

Subsequent to the conferences reported by Vice Admiral Krancke, the German fleet was partially decommissioned and scrapped on orders of Hitler 25 Jan 1943. On 30 January the Commander-in-Chief, Navy, Grand Admiral Erich Raeder, an able leader who had assumed his office some five years before the Nazi Party's rise to power in 1933, resigned and was succeeded by Grand Admiral Karl Doenitz, the former Commanding Admiral, Submarines. The shift in command from Raeder, who had been largely responsible for building Germany's high seas fleet, to Doenitz, an exponent of submarine warfare, reflected exactly the shift in German naval strategy at that point in the war.

On 2 February the order was given to cease work on battleships, heavy and light cruisers, aircraft carriers and troop transports, with the exception of vessels designated as training ships. On 13 February the fuehrer approved a plan for decommissioning heavy



AMMO HANDLERS—Prewar training shot shows German sailors aboard a Deutschland class CA. Note the 11-inch brass powder cases they handle.



SCHARNHORST'S crew gets captain's inspection early in 1939. Ship's name is in gold braid on flat hats. *Scharnhorst*, a battleship, displaced 26,000 tons.



PLANE ON catapult and other details of the CA *Admiral Scheer* are shown

units of the fleet. It provided for decommissioning of BBs *Scharnhorst* and *Tirpitz*, OBBs *Schleswig-Holstein* and *Schlesien*, CA *Hipper* and CLs *Leipzig* and *Koeln*, and for reassignment as training ships, not ready for action, CAs *Prinz Eugen*, *Admiral Scheer* and *Luetzow*, and CLs *Nuernberg* and *Emden*. Already out of commission was BB *Gneisenau*. Lost in action had been BB *Bismarck*, CAs *Bluecher* and *Graf Spee*, and CLs *Koenigsberg* and *Karlsruhe*.

Had the fuehrer's order been carried out completely, the German navy would have ceased to command any active ship larger than a destroyer. The order was, in fact however, later modified, as der fuehrer's fickle fancy shifted from his army to his navy, and not all of the ships were inactivated. Still, the order was carried out to a degree of about 50 per cent, and it was a great naval victory for the Allies.

But the German naval debacle cannot be explained on the sole ground that it was an hysterical whim of Hitler's, despite that character's reputation for making war plans on the strength of his own "intuition." Krancke's report reveals the straw on the camel's back, but more fundamental factors are shown in other Nazi documents.

They lay the German navy's misfortune to inter-service rivalries, to the realization by the Nazi high command of the desperate straits it faced as early as 1942 (which intensified the competition between the services for scarce men and materials), to the fact that the German navy was not prepared for war in 1939 but was building for a war it thought would come in 1944/45, and to the important circumstance that the Allied fleets had pretty well succeeded, at considerable cost, in bottling-up the Nazi navy. This last was seen by Hitler as proof of the German navy's uselessness; the Allies, who had deployed much of their naval strength in accomplishing the bottling-up, would hardly agree with him.

Grand Admiral Raeder illuminated the first of these underlying causes when he commented in his farewell address to the Naval Staff on 1 Feb 1943:

"I have commanded the Navy for over 14 years and I feel I am entitled to retire now. After all, this whole period in Berlin has been a never-ceasing, tough struggle. . . At first it was a struggle with Ministers (of Defense) like Groener and von Schleicher. We struggled against the Army which at that time showed a tendency to swallow up the Navy. Later on and for a decade we were engaged in a struggle with the Air Force. . ."

The controversy with the Luftwaffe was mentioned by other high-ranking naval officers, writing after the war's end. The Luftwaffe took over German naval aviation by a process of gradual absorption between 1935 and 1939, in an atmosphere of considerable suspicion and professional jealousy between army and navy fliers. The breach was heightened by the strong contrast in the personalities of the leaders: Raeder, an experienced sea dog of proved judgment, on the naval air side, and Goering, "a narrow-minded dilettante," whose powerful position in the Reich tended to make his Luftwaffe dominant. Between Raeder and Goering cooperation was impossible.

Eventually it was agreed that the Luftwaffe would take over nearly all aviation activity, and would make available to the navy a stated number of squadrons for naval uses. As the war progressed, the Luftwaffe seemed less and less willing to release squadrons to the navy, in accordance with the agreement, and more and more inclined to issue orders to naval squadrons involving non-naval missions.

The German writers cite operational difficulties encountered, among others the following instances:

Naval air forces, such as remained under naval command, were not allowed to patrol closer than 30 miles from the British coast, with the consequence that when the navy wanted to know the location of British fleet units it had to call in the Luftwaffe.

The war at sea was severely hampered by the diversion to other tasks of naval air units. The writers mention the instance of diversion to an unspecified task of Luftflotte 3, trained and equipped for aerial mine warfare, at a time when mine warfare was being emphasized by the Nazis as grand strategy. The Naval War Staff made frequent protests to the Luftwaffe and to Hitler.

Decision to scrap the fleet was based partly in Hitler's realization that Germany's war was going badly, and that the all-out war economy must be concentrated in avenues that seemed to offer the best approach to success. Grand Admiral Raeder submitted a 5,000-word memorandum to the fuehrer stating the consequences of liquidation of the heavy surface fleet, and pointing out the difficulty of turning any men and materials released into other channels. Hitler's reply, described by Krancke on 17 Jan 1943, was an adamant repetition that the fleet must go:

"After today's situation conference the Fuehrer asked me to stay and again stated that he could not see any further use for the big ships in this war. The situation in the east is so critical that he must scrape together all forces to help out. . . tanks are decisive, but despite all our efforts we are still turning out too few. . .



here. Note after battery range finder, single-purpose secondary battery guns.

Therefore, no more ships are to be constructed or converted unless they are necessary for the submarine war or for expansion of our coastal defenses. All workers hitherto employed on this work must immediately be made available for tank production.

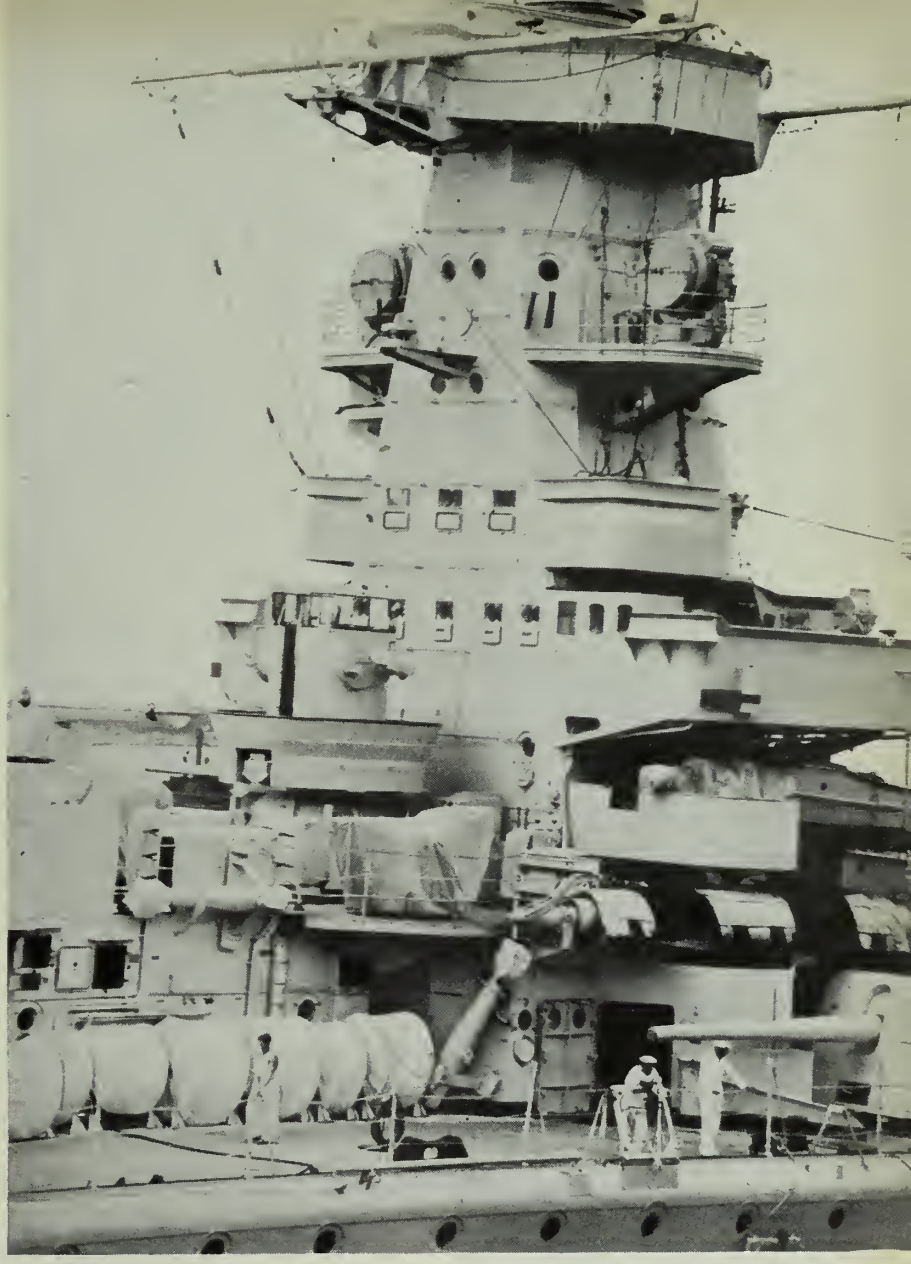
"I mentioned that the numbers of workers that would be released is not very large, in any case not nearly so large as the 20,000 men he mentioned. The reply was: 'Even if it is only 5,000, it will help' . . .

"I again referred to the struggle against the Anglo-Americans with their gigantic sea power, for this battle is after all at least as decisive for the outcome of the war as the war in the east. The Fuehrer said that this is absolutely correct, and therefore every effort must be concentrated on maintaining submarine warfare. . ."

There is evidence that all was not slickly coordinated in the Reich's war plans. At any rate, the navy did not get the word to expand soon enough. Raeder warned Hitler early in 1939 that the German fleet was not up to a war with Britain. Hitler assured him there was no immediate possibility of such a war. In his farewell speech, Raeder said:

"In the summer of 1939 the Fuehrer did not think it was necessary to assume that England would enter the war if we attacked Poland. The Fuehrer had sanctioned a program for the expansion of the navy by which the construction of a really powerful fleet would be concluded in the period 1944-45. However, as events turned out differently, the navy had to go into action against the greatest sea powers in the world at a time when we were only beginning to expand. . .

"The operations of our surface vessels on the high seas forced the enemy to commit his entire fleet to the protection of his convoys; he had to subject his naval units to a great deal of wear and tear. He was not able to concentrate them at a place of his own choosing for a decisive blow.



VIEW OF the *Scheer's* tower shows searchlights, aerials, range finder, direction finder loops, other details to compare with modern U. S. ships.

"Yet for these operations we lacked a large fleet which, based in the captured ports along the Atlantic Coast, could have met the enemy in a fight for control of the high seas. . .

"Secondly, we lacked a naval air force. From the very beginning we had bitterly fought for one. At first we reached a certain degree of success in this struggle, only to have it gradually destroyed by the influence of the Commander-in-Chief, Air. In this struggle we lost out.

"History will decide one day the question whether a naval air force is essential for a navy that wishes to operate at sea. . ."

Grand Admiral Raeder argued eloquently in his futile memo to Hitler for retention of the German high seas fleet. He carefully advised his fuehrer of the embarrassment the Nazi navy was causing the Allies. "The pride of the British Fleet, her four newest battleships and the two newest carriers, three squadrons of cruisers, and five flotillas of destroyers are committed in the Northern Scotland-Iceland area." He painstakingly calculated the slight advantages which, at best, the end of the fleet would bring to other phases of the German war effort.

For the most part he talked sense. But his arguments fell into one hole. True, it was a hole already populated by most of the other high Nazis. He included in his reasons for keeping the fleet the following:

That unless the fleet were maintained, it would be unable, in the years following victory, to carry the flag of the Reich to foreign shores.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **THE UNIFORM** still poses a question to BuPers. Contrary to some published reports, the Navy is keeping the question open. Experiments continue in the problem of modernizing the enlisted uniform.

The Uniform Board is considering recommendations from personnel ashore and afloat, submitted in many cases after actual trial of the new uniform. The Navy is not unconscious, either, of the largely unsolicited, but not unwelcome, response from bluejackets the world over who have shown a healthy desire to be heard on the subject.

Other considerations, besides experiment with proposed design changes, will govern the Navy's final decision: availability of surplus uniforms of the present style, and cost of procuring new uniforms are among the factors.

● **FINANCAL HELP** in time of need for Navy men and their dependents (not just relatives) often is available from an unofficial but closely related agency of the Navy known as the Navy Relief Society. The society is a private organization established by a group of officers, their wives and civilian friends of the Navy. It is now supported by voluntary contributions from naval personnel, organizations and civilian friends.

When emergency and non-recurring expenses are encountered, particularly such as those associated with sickness, doctors' bills and hospitalization, which cannot be met from individual resources, Navy Relief Society is available and willing to assist. Its activities are not charity, nor is its assistance available regardless of circumstance or purpose for which assistance is requested. The society likens its activity as help by one member of a rather large naval family to another in time of trouble.

The society assumes every Navy man wants to maintain his financial integrity and self-respect, does not want "charity." It assumes, at the same time, that there may be times when extra help will be needed by men or their dependents who may be confronted with special situations. Its assistance is readily granted in these cases, but it must be remembered that this is a privilege and not a right.

The society operates through its auxiliaries, of which there are 40 in the United States and territories. These are located at the headquarters of the various naval districts and at the larger naval bases and centers where dependents of Navy men congregate. Men with problems concerning themselves or their families may apply to the nearest auxiliary, or, in their absence, their families may apply. Reasonable identification is necessary to protect the society's funds and some questions may be asked, but you may be sure you or your family will receive sympathetic consideration. Men aboard ship may consult division officers or chaplains for advice on how to apply. Dependents of men at sea, who need help but do not live near a naval district headquarters or large naval center, may go to the local Red Cross chapter and ask that organization to process a request to the headquarters of the Navy Relief Society in Washington, D. C.

Assistance other than financial also is offered by the society. Men with such problems as transportation, delayed allowances, non-receipt of benefits, and related matters may consult the nearest auxiliary office.

Financial assistance may be as a loan, without interest, as a straight gratuity or gift, or a combination of the two. Loans are expected to be repaid, usually by allotment, that the society's funds may be replenished to help others. Aid is available to any Navy man, depending upon the circumstances, and to persons actually dependent upon a Navy man for support. The society does not finance business ventures, purchase of automobiles, leave for convenience, or the maintenance of a standard of living above a man's normal resources. It is, however, always available in cases of real need.

● **JET PROPULSION** is the subject of a three-semester course presented in Washington, D. C., by the Navy as the first in a series of in-service training programs for scientific personnel. It is designed to offer latest information on the subject, on a graduate level, to civilian employes and officers working on Navy projects in the fields of guided missiles, jet propulsion, jet-assisted takeoff, gas turbines, propellants and electronic control.

The class now in session was limited to 35 students, all on duty with BuAer, BuOrd, Office of Naval Research, Naval Research Laboratory or the Naval Powder Factory. A similar session for a greater number of students is projected this fall.

The course was arranged under supervision of the University of Maryland, is being taught by Dr. Charles R. Russell of BuOrd, and is based on texts prepared by the California Institute of Technology.

● **LOGISTICS** will become a major study at the Naval War College, Newport, R. I. The Chief of Naval Operations has authorized and directed the Chief of Naval Personnel to establish such a course.

The task will be accomplished by expanding the existing logistics section of the War College and designating it as the logistics course. The logistics course will share an equal status with the course in strategy and tactics. It has been proposed to conduct each of these courses under the direction of a flag officer responsible directly to the president of the Naval War College.

Completed component publications of the Logistics Handbook, prepared by the Navy Supply Corps School, Bayonne, N. J., will be integrated with other publications of the Army, Navy and Marine Corps to form the

LEGISLATIVE ROUNDUP

Life Insurance—Public Law 5 (H.R. 1353); Adds new and liberalized provisions to National Service Life Insurance Act (see page 61).

Chief of Chaplains—S. 227, H.R. 1365: Favorably reported by House Armed Services Committee; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Favorably reported by House ASC; to increase authorized number of CEC officers.

Nurse Corps—S. 322, H.R. 1373: Favorably reported by House ASC; to reorganize Nurse Corps, Navy and Naval Reserve.

Cadet, Midshipman Service—S. 657: Introduced; to credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement.

Marriage Payments—S. 228, H.R. 1363: Passed House; to amend Pay Readjustment Act so as to validate payments based on purported marriages which were made in good faith and later declared invalid.

Pay at Academies—S. 321, H.R. 1377: Passed Senate; to increase, and otherwise revise, pay of midshipmen and cadets at service academies.

Dependents' Transportation—S. 224, H.R. 1376: Passed House; to permit transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

Death Gratuity—S. 319, H.R. 1380: Favorably reported by House ASC sub-committee; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees).

WHAT'S IN A NAME?

Skylarking

Skylarking was first coined as a word to express the fun enjoyed by rabust young seamen wha wauld scramble ta the fighting-taps of warships, and descend to the decks by sliding dawn the backstays.



It was a sart of a "fallaw-the-leader" game, and called for lots of nerve and stamina.

The term as used in the present day is certainly different, and the practice is frawned on thraughaut the Navy.

The yaung man who has lats af nerve and stamina and wants to get ahead, knaws better than ta skylark, for it means that he is not paying attentian to his job ar his duties.

nucleus of texts to be employed. Continuing development of source material will become a function of the logistics course.

A staff of 10 officers consisting of an officer-in-charge and his assistants will present the course. They will include: one captain and three commanders of the line (of the three, one to be a naval aviator), three commanders of the Supply Corps, one commander of the Civil Engineer Corps, and one commander of the Medical Corps.

About 50 students will be assigned to the course yearly. The qualifications for officer students will be, in general, the equivalent of those required for the Naval War College. Students will include officers in the following categories and numbers: line, 10; line (naval aviators), 6; line (engineering, ordnance and construction), 6; Supply Corps, 15; Medical Corps, 2; Dental Corps, 2; Civil Engineer Corps, 4; Marine Corps, 4.

The syllabus to be considered in the 11-month course will include overseas bases and continental shore establishments, mobile logistic support, personnel distribution and control, materiel distribution and control, transportation of personnel and materiel, effect of logistics on operations including analy is of selected operations with respect to logistic support and logistic staff exercises.

To insure full integration and correlation of logistics and strategy and tactics, the logistics students will participate in a large degree in the instruction and exercises in strategy and tactics given to the students of the senior and junior classes of the Naval War College.

● **CHRISTMAS** shopping was never easy from a cruiser or a coral atoll in the Pacific. But the process was considerably aided, thousands of servicemen found, by the shopping service offered by the United Nations Service Center, Washington, D. C. During the past three Christmas seasons, the Center received shopping lists and money orders from all over the world, made the purchases indicated and shipped them, gift wrapped, to such gal friends, wives, parents and children as the servicemen named.

But among the casualties of reconversion was the U. N. Service Center, and the shopping service, perforce, has been shut down. ALL HANDS has been advised that stray orders which wandered in after the last Christmas season will be handled; but no new orders can be accepted. From here on out, you're on your own.

● **RESERVISTS** on inactive duty will be given a chance to train in a Navy Transportation Service component of the Naval Reserve, to be established. Its objective will be to provide capable officers to man shore establishments concerned with ocean transportation in time of emergency.

Organized NTS officer units will be established in major maritime cities, and Volunteer NTS officer units will be set up in other locations. Enrollment will be limited to the number required for mobilization plans.

The Navy does not wish to receive inquiries concerning the projected NTS Reserve. When details are available, they will be published in directives to the Reserve establishment, and will be publicized in "The Naval Reservist."

● **SUITS** totaling more than a million dollars have been filed in recent months against the Navy Department for personal injuries and property damage resulting from negligence of personnel operating Navy vehicles, according to Alnav 40-47 (NDB, 15 February).

The lawsuits, authorized by a new federal tort claims act, have come as a hard blow to the Navy, operating within its closely-pared budget.

To eliminate negligent operation of Navy vehicles by either civilian or naval personnel, the Alnav stressed the following points:

- COs, by requiring full compliance with Navy and state safety regulations and by appropriate instructions and issuance of local orders, can reduce materially accidents caused by speeding, following too closely, lack of care at intersections and in passing and turning.
- Comprehensive investigation of accidents involving actual or potential personal injuries shall be conducted promptly regardless of whether the Navy vehicle is considered at fault.
- Names and addresses of parties and disinterested witnesses shall be obtained immediately and written statements of witnesses and physical examinations of injured will be promptly obtained if possible.

The Navy's safety record is already better than that of commercial truck fleets participating in the National Fleet Safety Contest, but further improvement is desired to preserve naval appropriations for their intended use of guaranteeing national security.

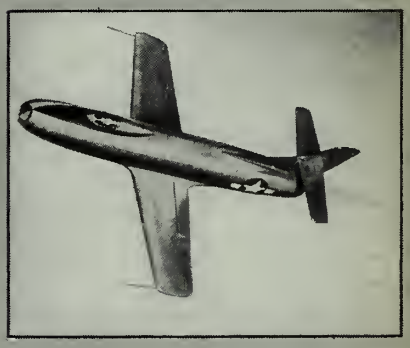
QUIZ AWEIGH

Allow a point for each correct answer and check your score.

6.....Super salt
5.....Old Salt
4.....Young Salt
3.....Boot



1. This odd looking vessel is (a) net layer (b) mine layer (c) mine sweeper.
2. Its displacement tonnage usually is (a) 1125 (b) 560 (c) 770.



3. This plane is designed for (a) new altitude record (b) Bendix trophy races (c) sonic speed research.
4. Its power plant is (a) all jet (b) jet rocket (c) jet reciprocating.



5. This is called a (a) marlinspike (b) fid (c) belaying pin.
6. It is used for (a) shortening a spring line (b) reefing a line (c) splicing a line.

ANSWERS TO QUIZ ON PAGE 61



BROADSIDES from the *Constitution* blasted the myth of British sea supremacy in famous single-ship engagement with *Guerrière*. Here are three stages of battle.



GUERRIERE became a wreck in a few minutes of battle. Seamanship and devastat-

IRON MAN—IRON SHIP

Single-Ship Engagements Were Illustrious Fights of American Naval History —Here's the Chronicle of One of Our Most Famous

THE CAREER of Isaac Hull and the saga of the frigate *Constitution* are completely inseparable. Just as Virgil sang of "arms and the man," the chronicler of Hull and "Old Ironsides" must serenade the ship and the man.

As early as 1799, when Hull was 26 years old and the *Constitution* only two, they burst upon the maritime scene an incomparable pair. Hull was first lieutenant of the frigate, flagship of the San Domingo Squadron, and cruising in semi-blockade of French West Indies ports.

Squadron Commodore Silas Talbot met and exchanged amenities with the skipper of a British frigate, who thought his ship could beat the *Constitution* on the wind. When the Britisher backed his opinion with a cask of Madeira, the Commodore was interested and turned the *Constitution* over to Hull for an all-day race.

Starting at dawn, the *Constitution* beat to windward on short tacks. Hull kept the crew topside all day, sailing Old Ironsides for all she was worth.

At sunset, according to James Fenimore Cooper, the Britisher "was precisely hull down, dead to leeward . . . The manner in which the *Constitution* beat her competitor out of the wind was not the least striking feature of this trial, and it must in great degree be ascribed to Hull, whose dexterity in handling a craft under her canvas was ever remarkable. In this particular he was perhaps one of the most skilful seamen of his time."

A year later Hull further demonstrated that he was, as Admiral David G. Farragut said, "as able a seaman as ever sailed a ship." The *Constitution* found the French letter-of-marque *Sandwich* in Porto Plata, where she nestled snugly under shore batteries and commanded the harbor entrance with her own six cannon. Old Ironsides drew too much water, so Hull boldly sailed the sloop *Sally* with 90 sailors and marines into the place in broad daylight.

The marines landed and seized the shore defenses, while Hull and the seamen boarded and captured the privateer without loss of a man. At noon the *Sandwich* lay at anchor, bereft of canvas, all her rigging stowed below. By sunset Hull had her completely rigged and ready to sail with the first favorable breeze.

Isaac Hull was born 9 Mar 1773 near Derby, Conn., and went to sea as a cabin boy at 14. He was 16 when he saved the captain's life in a shipwreck. By the time Hull reached his majority he already commanded a ship. On his 25th birthday Hull was commissioned a lieutenant in the U. S. Navy, and ordered to the *Constitution* for duty.

The *Constitution* was launched on 21 Oct 1797 at Boston. Capt. Samuel Nicholson and Commodore Talbot commanded her in the quasi-war with France. It was during these hostilities that Hull and the *Constitution* raced to victory and accomplished the cutting-out expedition at Porto Plata.

Hull subsequently served as first lieutenant on the *Adams* and commanded the schooner *Enterprise* and the brig *Argus*. On 18 May 1804, while skipper of the *Argus*, he was promoted to master commandant. In the *Argus* he helped William Eaton and Pressly O'Bannon by shelling Derne, Tripoli (ALL HANDS, p. 16, December 1946). raised to Captain 23 Apr 1806, Hull gained command of the *Chesapeake* in 1809.

Dismantled, the *Constitution* lay at Boston Navy Yard from March 1801 to August 1803, when she sailed under command of Commodore Edward Preble to become flagship of the Mediterranean Squadron. While still on that station, she was commanded in turn by Stephen Decatur, John Rodgers and Hugh G. Campbell. Ordered back to the States in 1807, Old Ironsides idled in New York for two years.

The year 1810 found Hull in command of the frigate *President*. John Rodgers again commanded the *Constitution*, but he thought the *President* a faster ship and, being Hull's senior, arranged a swap. They accomplished this on 17 June 1810, not only exchanging ships but moving officers and crew with them.

Despite the astuteness of his trade, Hull was no narrow-eyed sharper but a "plain, bluff, and hearty" man of the sea. Those who knew him described Hull as the "old sea-dog" type, whose rough exterior concealed a gentle heart and augmented an occasional burst of temper.

Old Ironsides looked her part as much as the captain. Her length over all was 204 feet and her breadth of beam was 43.6 feet. She drew 23 feet aft in best sailing trim and displaced 2,200 tons. In ship-builder's parlance the *Constitution* was of tumble-home



ing gunnery were responsible for victory. Note difference in *Constitution's* flags.



NOT A STICK standing, the Guerrière lies helpless and dismasted, rolling gun deck under at every billow. The slightly-damaged *Constitution* rides triumphantly.

frigate construction, having a narrower spar deck than gun deck. Sailing free under topgallant sails, she could log more than 13 knots.

On her gun deck she carried 30 long 24-pounders, on the quarter deck 16 32-pounders, on the forecastle six 32-pounders, one long 18-pounder and two long 24-pounders as bow-chasers.

In the Spring of 1812 the *Constitution* received a thorough-going overhaul in the Navy Yard at Washington, D. C. She was hove down and her coppered sheathing repaired. A new foremast was stepped and the bowsprit replaced. After restowing of the ballast, Old Ironsides went to sea a faster frigate than she had ever been in all the years before.

In spite of the winning race in 1799 she was regarded as a "very dull sailer," and would shortly require all the speed she could make.

With orders to join Commodore Rodgers at New York, Hull stood down the Potomac River on 18 June 1812, the day war was declared on England. "The Crew manifested their Joy and Zeal by giving three Cheers," according to one observer. Less than a month later they ran afoul of enough British to satisfy the most warlike.

Beating along the Jersey shore about 1400 of 17 July, Hull discerned four vessels and two hours later made out still another. All of them, like the *Constitution,* struggled in light and baffling airs. At 2200 Hull made the night recognition signal. When an hour later he had received no answer, Hull presumed all five ships to be British and sagely decided to get the hell out of there.

He made all possible sail to southeast, not in blind flight but in an effort to draw one frigate away from the rest of the squadron for a fight. She was the *Guerrière.* The others in her company were the ship-of-the-line *Africa,* the frigates *Shannon, Belvidera* and *Eolus.* They also had with them the American brig *Nautilus,* a recent capture.

At dawn, with identity unmistakable, the *Constitution* began a three-day flight whose hopelessness Hull overcame with superb seamanship. Early in the chase he pumped out 2,300 gallons of fresh water, lightening ship, and wet down the sails so that they would catch every puff of breeze. With her stern-chasers, the *Constitution* answered a few British shots.

The British put all their boats in the water and took the *Shannon* in tow. She gained on the becalmed *Constitution,* but a sudden whiff of wind saved her. Then, with the British coming on again, Hull's first lieutenant, Charles Morris, suggested kedging. The Yanks affixed a half-mile of line to a light anchor, loaded it in a small boat and dropped it in 25 fathoms of water far ahead of the ship. Willing hands heaved 'round on the line and Old Ironsides, logging a sweaty three knots, again pulled ahead.



ISAAC HULL'S heroic career and the saga of the *Constitution* are inseparable. They made each other great.

By the time the British caught on and resorted to the same trick, Hull had fashioned a respectable lead. All day and night, whenever the breeze died away, they returned to the kedge anchor and kept themselves out of British hands. Not an officer or man turned in. The watch "below" slept on deck and the guns remained ready.

The next day, 19 July, was Sunday and considerably fresher. Once during the forenoon, with the *Shannon* close astern, Hull tacked within gunshot of the *Eolus*—but she stayed silent. At 1400 on the freshening wind the *Constitution* logged 12½ knots, pulling steadily away from her pursuers.

A rain squall, catching the British with sails furled, gave Hull the chance he needed. He had the crew standing by to hoist in his boats and make sail when the squall burst on them at 1800. Old Ironsides spurted far ahead on that brief blow, and at daybreak the British were so far in the ruck that they gave up in despair.

With the enemy hull down to leeward, only the taller sail peeping over the horizon, the crew of the *Constitution* took their first real rest in more than 60 hours. Hull reached Boston in safety on 26 July.

The following notice, which Hull posted at the Exchange Coffee-House, hints of Boston's pleasure at his escape and gives a clue to the man's generous character:

"Captain Hull, finding his friends in Boston are correctly informed of his situation when chased by the British squadron off New York, and that they are good enough to give him more



OLD IRONSIDES—Lashing through the sea with canvas flaring, the young United States' most famous ship is shown in full glory in this painting of an early day.

credit by escaping them than he ought to claim, takes this opportunity of requesting them to make a transfer of a great part of their good wishes to Lt. Morris, and the other brave officers, and the crew under his command, for their very great exertions and prompt attention to orders while the enemy were in chase. Captain Hull has great pleasure in saying, that notwithstanding the length of the chase, and the officers and crew being deprived of sleep, and allowed but little refreshment during the time, not a murmur was heard to escape them."

He was back at sea again in early August, leaving Boston without waiting for orders. Just before 1400 on the 19th, cruising south from the Grand Banks toward Bermuda, he sighted a British frigate about 750 miles east of Boston. She was the *Guerrière*, one of the ships which unsuccessfully pursued the *Constitution* a month earlier. Detached from the squadron, the *Guerrière* was alone and made to order for Capt. Hull.

Capt. Dacres in the *Guerrière* was confident. "There is a Yankee frigate; in 45 minutes she is certainly ours. Take her in 15 and I promise you four months' pay." He backed his mainsail and waited for the *Constitution* to come up.

Capt. Hull, just as eager for battle, approached rapidly but with caution, yawing from one heading to another so that the *Guerrière* could not rake him. At 1700, while two miles away, Hull readied ship for action and beat to quarters. Five minutes later the *Guerrière* opened with a starboard broadside, then wore around to fire her port broadside. Two shots took effect.

Still maneuvering to avoid raking fire from the British, Hull replied with his bow guns. For 45 minutes, like prize fighters sparring for an opening, Hull and Dacres warily fought their frigates. The American captain repeatedly warned his gunners: "Not yet."

It was nearly 1800 when Hull wearied of this dallying. He came about and sailed directly for the foe, who now steered a course parallel to the *Constitution*. Hull quickly overhauled the *Guerrière* and at half-pistol range—with a bellow that "split his breeches from waistband to buckle"—gave the word.

"Now, boys; pour it into them!"

At five minutes past the hour they complied. Broadside after crashing broadside shattered the *Guerrière* aloft and a-low. For 15 of the longest minutes in American naval history Hull directed a fire that put 30 shots in the *Guerrière* below the water line. The British served their guns in feverish haste, getting away four broadsides to the *Constitution's* three, but the American gunnery was deliberate and devastatingly effective.

A carronade blast carried away the *Guerrière* mizzen-mast. "Damn it, Jack—we've made a brig of her!" a *Constitution* sailor shouted.

Hull swept 200 yards beyond the *Guerrière*, continuing the cannonading, and swung across the Britisher's bow. Two murderous broadsides raked the *Guerrière's* deck. The frigates crashed together.

Musketry crackled and the *Guerrière* heaved helplessly to the surge of the sea. Her bowsprit tangled with the *Constitution's* lee mizzen shrouds. A British shot riddled the *Constitution's* cabin and set it blazing; the flames were quickly extinguished.

Boarding parties assembled and Lt. Morris, conspicuous on a taff-rail perch, tried to pass a lashing around the *Guerrière's* bowsprit. He toppled to the deck with a bullet wound in the body. Then Old Ironsides wrenched away from the *Guerrière's* dying embrace before boarders could swarm over the bulwarks.

Hull stood off a few ship's lengths and examined the enemy with satisfaction. She was an unmanageable, total wreck, rolling gun deck under at every billow. When her foremast and mainmast tumbled over the side, not a stick was standing.

After reeving new braces and scanning the *Constitution* for damage, Hull moved in again at 1900, ready to resume the fight. Capt. Dacres lowered the Union Jack from a stump of mizzen mast.

In the 30 minutes after loosing his first broadside, Hull had blasted the myth of British supremacy on the seas. An officer sent to inspect the *Guerrière* and bring off her captain found the spar deck a horrible spectacle. Masts and yards draped over the side in a welter of rigging, broken bodies sagged crazily over dismounted guns, the hull was in sinking condition.

The *Constitution*, beside that shattered craft, looked fresh from the ways. Her masts and yards caught a few shots and some of the rigging was missing, but the hull suffered hardly at all. Her famous nickname, Old Ironsides, probably arose from this battle. When a shot bounced harmlessly off her hull, legend has it, a seaman shouted, "Huzza, her sides are made of iron!"

Of the *Constitution's* crew of 468 only seven were killed and seven more

THE LINE SCORE

	Constitution	*Guerrière*
Guns	55	49
Weight of Metal	*736	570
Crew	468	263
Killed	7	15
Wounded	7	63

**Deducting 7 per cent from American broadside because U.S. shot was lighter than British of the same size.*

wounded. On the *Guerrière*, which carried a crew of 263, 15 died and 63 were injured.

Hull made an attempt to tow the hulk into port, but found it impossible. Removing all prisoners, he gave orders to burn her. It was done the following afternoon. Hull immediately got under way for Boston.

He arrived on 30 August and found an enthusiastic city awaiting him. The place had been excited after his escape from the British squadron, but this time Boston exploded like a studio audience. On 5 September the city feted Hull and his officers with a banquet at Faneuil Hall.

The rest of the country was just as delighted and Congress proved it by voting the new hero a gold medal commemorating the triumph. Congress also appropriated $50,000 to compensate the crew for prize money lost when the *Guerrière* was destroyed.

Here Hull and Old Ironsides parted company. She sailed under command of Commodore William Bainbridge to more glory, conquering the British frigate *Java* in December. Hull replaced Bainbridge as commandant of the Boston Navy Yard.

Apparently it was another good swap for Hull—the warlike beauties of Old Ironsides for the more subtle charms of the beach. There is no record that Hull objected to the new assignment especially since the captain's wife, according to Admiral Porter, surpassed "all the beautiful and brilliant women . . . in any country."

Hull later was a member of the Navy Board, before going to sea again in 1324. No hostile ships scoured the U. S. shore lines in 1824, when he sailed in the frigate *United States* to take command of the Pacific Squadron on the west coast of South America.



CREW CHEERS on deck of the *Constitution* at the commencement of the action with the British frigate Guerrière, 19 Aug 1812, as portrayed by an artist of the time.

Back in the states again, bearing the honorary title of commodore, Hull commanded Washington Navy Yard for six years, made a vacation tour of Europe and served on the Navy Board of Revision. In 1838 the broad command pennant of Commodore Hull was unfurled another time. It was hoisted in the ship-of-the-line, uss *Ohio*, whose 84 guns were to put more menace into the Mediterranean Squadron.

Hull served two and a half years as commodore of the Mediterranean Squadron, administrating the peacetime activities of that command from the *Ohio*. Then, his health broken after long years in his country's service, the commodore returned to the U. S.

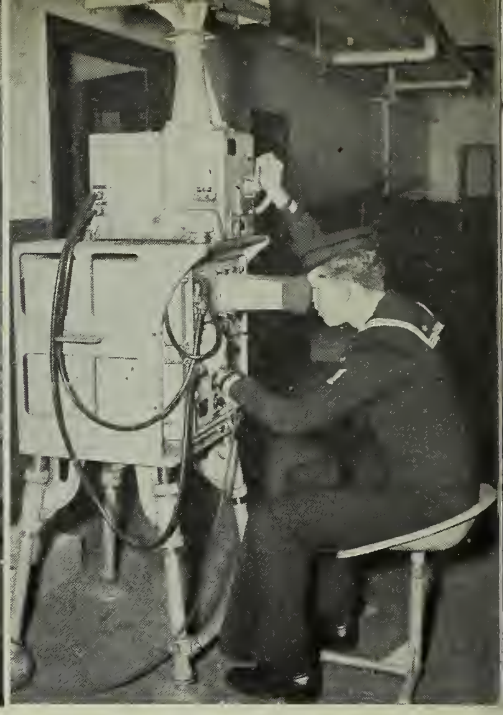
For the short remainder of his life he settled in Philadelphia, where he had recently purchased a home. He died there on 13 Feb 1843, not quite 70 years old, and now lies in Laurel Hill Cemetery at Philadelphia.

Thus, with superb seamanship and devastating gunnery, did an "Iron Man" and an "Iron Ship" link themselves in the annals of American naval actions. Their story tells of the blasting of the myth of British supremacy on the high seas, of a famous single-ship engagement which marked a bright new page in the history of a young country.



CONSTITUTION'S closest escape, when Hull's superb seamanship and the tremendous efforts of her seamen saved her from British fleet, is shown here. The crew labored without sleep for 60 hours, kedging ship away from British fire and boarders.





RESERVISTS in Chicago (left) and in Wilmington, Del. (right), practice Navy skills during training in their armories.

RESERVOIRS OF SECURITY

DON'T BE surprised to see the streets of a small Midwestern city blossom with Navy blue uniforms about 1900 two or three nights a week where there were only overalls, calico dresses, and business suits a few minutes before. The war is over and the city may be hundreds of miles from navigable water, but now the town has its own Navy, a Navy that is kept in seagoing trim by regular weekly drills at the local Naval Reserve armory.

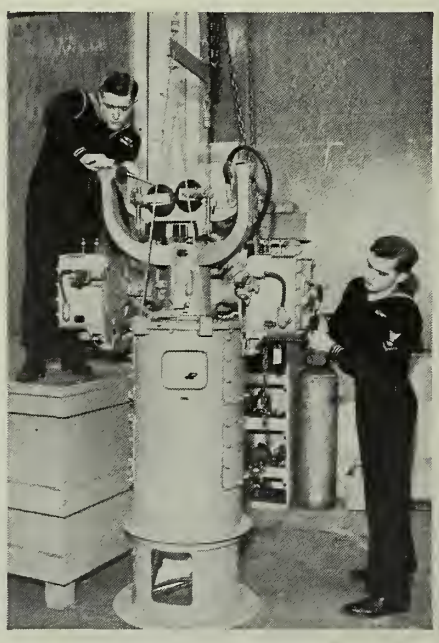
The armories—present plans call for a total of 287—are the training centers for thousands of war veterans and newly eligible non-veterans participating in the Navy's program for building a highly skilled and forceful Reserve. The armories will be located in 280 cities throughout the nation.

All Naval Reserve activities in the area of an armory will be concentrated in the armory building. The armories will house equipment for training the Organized Surface and Submarine components of the Reserve and also various Volunteer Reserve units. In addition, the armories will serve as headquarters for various special Reserve programs, such as the Volunteer Electronic Warfare companies, and the Seabee, Supply Corps and Ordnance Reserves.

Every state will have at least one armory and the more populated states will have many. Three armories will be located in the Hawaiian Islands and one in the District of Columbia. Breakdown of number of armories assigned to continental naval districts is as follows: 1st, 21; 3rd, 28; 4th, 20; 5th, 12; 6th, 15; 7th, 6; 8th, 48; 9th, 84; 11th, 14; 12th, 14; and 13th, 11.

Many of the armories are going concerns already. Buildings for others have been acquired but alterations are necessary. Temporary armories are planned for still other locations, but the construction program is just getting underway.

In large metropolitan areas where several organized divisions are being established, the Navy made every effort to obtain the use of a building that would provide suitable training quarters for a large number of men. As of 1 February, 121 buildings had been secured. Wherever possible, buildings already held by the Navy were pressed into service for the vital Reserve. All but a dozen buildings secured are owned or leased by the Navy or by the federal, state or local government.



GUN DIRECTOR for 3-inch 50 caliber is installed in the Cleveland armory by Reservists as a part of their training.

Armories are being established with an eye to economy and the critical shortage of building materials. Existing buildings and surplus materials are being used wherever possible. Most furnishings, including desks, tables, and chairs in all armories are from the Navy's stockpile of excess war material.

Sites for 115 of the 150 planned temporary armories had been secured as of 1 February. Generally these armories will provide a minimum of 15,000 square feet of floor space. All but a few of the sites for temporary armories have been acquired from federal, state or local government.

Many locations on navigable water will have surface craft and submarines to supplement the armories as training facilities. A total of 172 vessels have been designated for assignment to 114 cities. Seventy-six ships are now on station and 122 are in the districts to which they have been assigned. Most of the vessels are scrappy "little" ships of the types that held the valorous picket line at Okinawa and a great many of the ships actually participated in that battle. Other vessels are veteran amphibious craft, many with distinguished war records in shuttling troops and equipment for the

European and Pacific invasions.

USS *Johnnie Hutchins* (DE 360) is now in the 13th ND and has been assigned to the Reserve activity at Gray's Harbor, Wash. The DE, appropriately enough, is named for a Reservist, heroic John D. Hutchins, S1, USNR, who won the Congressional Medal of Honor during the invasion of Lae, New Guinea. The spunky DE fought a surface engagement with a pack of Jap submarines just five days before the Nips capitulated and was credited with sinking one by gunfire and probably sinking another with a depth charge attack.

As a part of the Reserve training program, the ship continues to serve as a guardian of American defense. Six additional ships are assigned to the 13th ND. On the West Coast, there are seven ships allocated to the 12th ND and six to the 11th.

Largest number of vessels assigned to any district—36—will see duty with the Reserve units of the 9th ND. Thirty vessels will supplement shore training in the 8th ND and 28 have been designated for use of Reservists in the 3rd ND.

Reservists in the 1st ND will have 18 ships with which to keep their hand in, nautically speaking, and 6th ND Reservists will have 16. Eleven ships will report to the 4th ND, four to the 6th ND, and six to the 7th.

In addition to submarines and DEs, the types of craft assigned to the postwar Reserve include DDs, PCs, PCEs, PGMs, YMSs, LSTs, LCIs, and SCs. Eighteen submarines will serve as permanently moored armories for submarine divisions, but many of the surface craft will be in operating condition and will be used to give Reservists practical underway training.

Several weekend cruises have been made by PC 822 from her home port of West Palm Beach, Fla., for example, and the cruises have stimulated recruiting and have helped publicize the Reserve program among local citizens. Vessels assigned to river ports and the Great Lakes cities have also been quite active in making short cruises that keep up the interest of Reservists in skills of the seagoing Navy.

For their annual 14-day training, some Reservists have had duty manning ships under way from the base of overhaul to the permanent station. Reservists who were to be given duty as shipkeepers when the ships arrived at the assigned stations brought eight vessels from New York up the east coast, down the St. Lawrence and on to the 3rd ND cities on Lakes Ontario and Erie.

Shipkeepers are Reservists on full time active duty for maintaining ships assigned for Reserve training. Other Reservists on full time active duty provide a nucleus for keeping up equipment in armories.

The training equipment that is allotted to each armory depends upon the rating groups to be trained in that armory. The armory in Sioux Falls, S. D., probably will have an allowance of electronics gear and a machine shop, since that activity is charged with the training of 25 RMs, 50 ETMs, 50 SoMs, 45 SFs, and 25 Ms, while the Ft. Wayne, Ind., armory will undoubtedly receive an allowance of ordnance equipment and machine shop tools as well as electronics gear, since its quota of rating groups to be trained includes GMs, RMs, MMs, MoMs, and other ratings.



DES MOINES Reservists examine armory lathe. Equipment allowances for Reserve armories depend upon rating groups being trained in the area.

The number of men of each rating to be trained in the overall Reserve program was determined by the total mobilization requirements of the Navy. To bring the Navy to fighting strength, it was found that a certain number of ship's cooks, yeomen, radar men, electricians, etc., would be needed to man the ships of the Fleet and the shore stations. A quota of the necessary total was assigned to each Reserve armory, depending on the general industrial pursuit of the region in which the armory is located and depending on the facilities available.



CARPENTER'S shop, one of Galveston's training activities, has proved useful in making alterations in building.

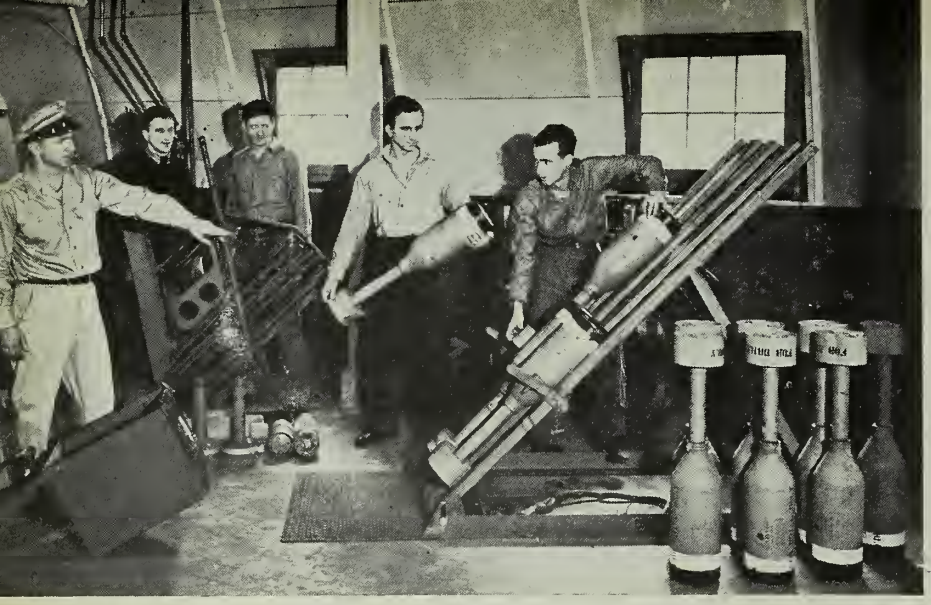
Heaviest burden of training Reservists in ratings of mechanical skill was given armories located in areas where men earn their livings in mechanical work. In this way, the civilian occupational skills of Reserve personnel are utilized to the fullest and developed along channels that will be most beneficial to the Navy and the nation in time of emergency.

Another guiding principle in the assignment of rating groups to armories was the facilities of the armories. The Naval Reserve activities in Baltimore were fortunate enough to acquire a building that had been used during the war as a Coast Guard training center. The building offered excellent opportunities to train men in the commissary branch.

The Reserve is being set up to provide many of the electronics specialists that would be required in event of war. Almost all armories will have electronic warfare training, and many will have their own electronics laboratories. The labs, including classrooms and shops, are being established at armories all over the nation. The Jacksonville, Fla., armory has a lab completely outfitted and operating.

Communications is also considered of vital importance and each armory will have its own radio station. The stations will make a nationwide radio network available to supplement the radio facilities of the regular Navy and to provide a means of rapid communication should regular Navy stations be knocked out.

First special amateur radio call sign for Reserve use is W7USN and was assigned to the armory at Seattle,



QUICK, SAFE operation of the MK20 rocket launcher requires almost constant drill. Reservists in Joliet, Illinois (above), practice under CPO's directions.



FUN AND WORK are part of the Reserve program. Men enjoy a game of pool in Galveston (above) and work in machine shop in Orlando, Fla. (below).



Wash. Com3 has reported the activation of the 3rd naval district's master control station, NDB, that will regulate testing and operational communications drills within the district.

Equipment furnished to armories will be according to the rating groups being trained. For the present most of the gear will be war surplus. However, as new equipment is developed for ships of the Fleet present plans call for procurement of additional units to be provided for armories so that the Naval Reserve will have modern equipment. Twenty-five selected armories are slated to receive "attack teachers," the devices which were highly effective during the war in anti-submarine training.

In an armory, a recruit can start as an apprentice seaman and advance in rating in any one of the rating groups assigned to the armory. He may, for example, elect to strike for gunner's mate. To guide the trainee and his instructors, BuPers has issued a curriculum for gunnery as for all other ratings.

The gunnery striker is first placed in the class "P" curriculum. This is a basic course and prepares the Reservist generally for the ratings of gunner's mate, fire controlman or torpedoman. It is based on 96 sessions, with two sessions being conducted at each weekly drill meeting.

At the completion of a class "P" curriculum, the trainee goes into the class "A" curriculum which takes him through lessons in the skills necessary for a gunner's mate third. The class "A" curriculum consists of 160 sessions. For advancement above third class, the Reservist pursues the class "B" curriculum, requiring 240 sessions to complete.

Instructors guide students through the curricula using training facilities provided by the armories. They clarify their lectures with graphic charts and training aids. Demonstrations and practical work on armory equipment give the Reservist the "feel" of the subject. In addition all armories will have publication and film libraries.

A set of training films is being shipped to 50 selected armories at present. The films are from the Navy's stockpile of excess films. Additional armories will receive sets of films as more become available. However a standard allowance of films is not planned for all armories since the requirements vary according to the rating groups being trained.

A word that crops up again and again in relation to Reserve armories is training. This training is not of the marching and manual-of-arms variety, but training in skills necessary for effective manning of ships of the Fleet in a possible war of the future The reason for the armories is to provide facilities for the training. The Reserve blue print has been drawn, and in city after city—in El Paso and Fall River, in Tacoma and Atlanta, in Duluth and Baton Rouge, and indeed, in 274 other cities—the system of post-war Naval Reserve armories is rapidly coming into being.

BOOKS: BIG BATTLES OF THE WAR DESCRIBED IN THREE BOOKS

NOW YOU GUYS who fought the war can read about the battles you fought in—or some of them—and find out how they fitted in the "big picture." You may be surprised to learn that the battle which you thought must be deciding the destinies of nations gets only a few pages in the history of the war, but you will also learn the importance of each battle, large and small.

This month, ship and station libraries will receive three volumes on the war. They range from official to quasi-official accounts of the great conflict.

In spite of the belief held by some that "war books" are unpopular, these books should be well received by those who took part in the fighting they describe.

North African Strike

● **"Operations in North African Waters,"** by Samuel Eliot Morison; Little, Brown.

This is the story of the African invasion, the first great strike against the European enemy. Its publication marks the first appearance of the series titled "History of United States Naval Operations in World War II," a set which is expected to run to 13 or 14 volumes—each on a different phase of the war.

Samuel E. Morison, one of America's distinguished historians, was commissioned in the Naval Reserve early in 1942 for the express purpose of writing a complete history of the war's naval operations. He did not believe in writing history while looking at it from the outside while it was being made. He and his staff not only visited the theaters of war but also participated in many operations.

This book covers the naval aspects of "Operation TORCH." Capt. Morison was on board the USS *Brooklyn* during this operation and his eye-witness account is supplemented both by official reports and by oral reports from numerous officers and men on other ships.

This is not an "official" history, as SecNav Forrestal states in the foreword, but "the Navy Department has done everything possible to enable him to make his research exhaustive and to afford him firsthand impressions."

In writing of events such as are chronicled here, a historian is open to criticisms and corrections and Capt. Morison believes he is no exception. Readers of the volume, particularly those who took part in the operation, are urged to send in suggestions or additional information.

Many should find "North African Waters" fascinating and full of the stuff which brings back memories. It is guaranteed to make them realize more than ever that it was planning plus the breaks that made that first great invasion successful. Since it succeeded, Capt. Morison believes the invasion was "fundamentally sound and wise" but the influence of luck in naval warfare cannot be overlooked.

"Twelve inches difference in the course of a torpedo, a few yards deflection in the fall of a salvo, may make the difference between victory and defeat," he says.

Largest Sea Battle

● **"The Battle for Leyte Gulf,"** by C. Vann Woodward; Macmillan.

One naval battle, which the author describes as the greatest of World War II and the largest engagement ever fought on the high seas, is the subject of this book. The battle was first known as the Second Battle of the Philippine Sea and consisted of four actions—each a thrust against the three-pronged assault of the Japanese fleet. The actions were: the Battle of Sibuyan Sea, the Battle of Surigao Strait, the Battle of Cape Engano, and the Battle of Samar.

For the Japanese, the whole operation was their supreme and final naval effort of the war and they threw into it everything they had, including the suicidal Kamikaze Corps.

In his introduction, the author explains that his book is not to be regarded as definitive, but its value lies in the fact that for the first time the important features of the Japanese side of the story can be filled in, and at the same time the American account can be rounded out, freed from wartime restrictions.

Since the close of the war, investigations made in Japan have brought to light much technical information and have cleared up many mysteries surrounding the Japanese fleet. In striking at our beachhead in the Philippines, we know now that they were guided by a master plan prepared in Tokyo several months before our forces had returned to the Islands.

Reports from the Top

● **"War Reports,"** by General Marshall, General Arnold and Admiral King; J. B. Lippincott.

One more addition to the rapidly-growing library of books on World War II is this collection of the official reports of the leaders of our military and naval forces.

There were three of these reports from each officer between 1 July 1939 and 8 Dec 1945 and the complete texts of all nine documents have been assembled in this new format. Taken together they represent a "record of fundamental historical value and unusual contemporary interest," to quote from the short foreword written by Walter Millis. It is inevitable, of course, that the accounts overlap somewhat. For security reasons, also, the leaders did not tell all they knew.

The book opens with General Marshall's story of the raising and training of our new armies prior to Pearl Harbor and closes with Admiral King's annual report summarizing the great and overwhelming naval victory in the Pacific. General Arnold's accounts of the air wing are often supplementary to the Marshall series.

The book also reveals the great responsibilities which rested on these three for the military conduct of our country's part in the war. With Fleet Admiral William D. Leahy, they made up the joint chiefs of staff, the directing head of all American military forces. These four were also the American half of the combined chiefs of staff, in which they worked with the British in advising the President and Prime Minister, and in welding the armies, navies and air forces of the two powers into an integrated fighting force.

In addition to the foreword, Mr. Millis has written a brief introduction to each of the reports. The book also has reference value not only because of the documents themselves, but also for the valuable chronology and the personnel lists, maps, charts and other information on the war.



ILLUSTRATION is from 'Operations in North African Waters,' first published volume of a projected 14-volume series on the part Navy played in World War II.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Changing Rates

SIR: I am a TM2, of which I understand there is an over complement in the Navy. Before entering the Navy I was an amateur photographer. I have heard that the Navy is in need of photographers. (1) Could I go to a photography school and (2) have my rate changed to PHOM?—J. A. M., TM2, USN.

• *(1) Requests for assignment to the Naval Photography School may be submitted to the Chief of Naval Personnel via channels. (2) Successful graduates of the school may be recommended by their COs for change in rating to PHOM. Changes are authorized by BuPers dependent upon the actual or anticipated need for the rating at the time such requests are submitted.*—ED.

Transfers to Seabees

SIR: I served with the Seabees during the war and now I would like to know if it is possible for me to transfer to that branch again. I am a coxswain in the regular Navy.—A. E. M., Cox., USN.

• *Yes. General service personnel of the regular Navy who desire training for duty with construction battalions and an ultimate change to a Seabee rating within the same pay grade they now hold may submit requests to the Chief of Naval Personnel via channels. Each request will be considered on its individual merits and requirements of the service.*—ED.

Watchmakers' School

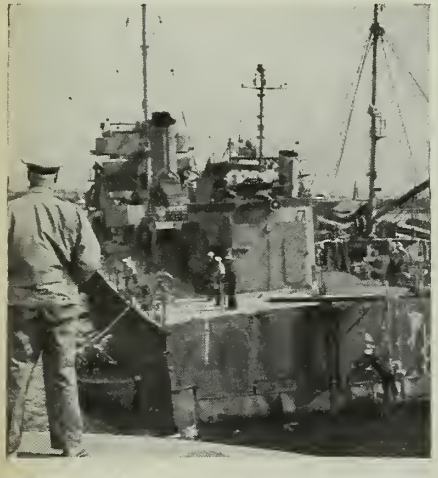
SIR: Is there a Navy training school for watchmakers?—H. J. R., ACMM, USN.

• *Yes. The school, located at Anacostia, D. C., provides about five months' training. Applications for this training may be sent to the Chief of Naval Personnel (Attn: Pers 6361) via channels. Applications will be considered only of men who have had extensive experience in the field, and who can be made available for the training.* —ED.

"Join the Marines"

SIR: Some boot, who signs himself W. R. T., S1, USN (ALL HANDS, January 1947, p. 31), makes a statement that's rather hard for a sailor to take. He suggests the Navy uniform be changed to that of the Marine Corps. Our ouestion is: "Why didn't W. R. T. enlist in the Marines?"—60 USNS.

• *For the latest word on the new uniform, see p. 20.*—ED.



USS DONNELL—Her turbo-electic plant provided power for Cherbourg after city's capture.

Dewey's Uniform

SIR: You printed a picture of Admiral George Dewey in ALL HANDS, January 1947, p. 17. I noticed that the star (line insigne) on his sleeve was upside down. I understand that a line officer is denoted by a five-pointed star with a point of the star pointing to the *hand*, not to the *shoulder* as in the case of Admiral Dewey's uniform in your picture. Have regulations been changed in regard to this since Dewey's time?—G. G. S., Ens., USN.

• *The admiral was out of uniform, ensign. Uniform Regs, past and present, states that one ray of the line officer's star shall point down.*—ED.

Duty in Bermuda

SIR: BuPers Circ. Ltr. 249-46 (NDB, 31 October) classifies Bermuda as overseas shore duty for the purpose of shore duty eligibility. Prior to the publication of the letter Bermuda service was considered overseas service. Can Bermuda service be considered to have been overseas service up to the date of publication of the letter?—W. C. L., CPHM, USN.

• *Yes. Service in Bermuda prior to 31 Oct 1946 may be considered overseas service.*—ED.

PUC Advancement Bonus

SIR: How do I put in a claim for the bonus mentioned in Alnav 612-46 (NDB, 15 December) given for the Presidential Unit Citation with star?—R. L. S., CRM, USN.

• *The bonus referred to in Alnav 612 is not one of monetary value, but rather a bonus of two points to be used in the multiple computation on form NavPers 624 for advancement in rating to pay grade 1A.* —ED.

Chauncey Was His Ship

SIR: During the war I served on board USS *Chauncey* (DD 667). Although she didn't make herself famous, she got 10 Jap planes and at least one surface craft. I would like to know where she is now and what her duties are. She was a good ship and I hope she has not been put in some yard to feed the seaweed and barnacles.—J. S., ex-QM1, USNR.

• *The* Chauncey *is at San Diego, out of commission in the Pacific Reserve Fleet.* —ED.

Electric Power by Donnell

SIR: I read once in ALL HANDS that the *Donnell*, a DE, supplied the city of Cherbourg with electric power. How much power is generated by such a ship?—J. A. N., ex-WT3, USNR.

• USS Donnell *(ex-DE 56), after losing her fantail to a German torpedo, was tied up to a Cherbourg dock and provided all power for that city following the Normandy invasion (see* ALL HANDS, *September 1945, p. 50). The* Donnell's *was a turbo-electric plant developing 12,000 shaft horsepower. Electric power available at the main propulsion switchboard was about 9,000 kilowatts.*—ED.

Combat Infantry Badge

SIR: (1) Can I wear the Combat Infantryman Badge awarded me while I was in the Army? (2) What are the regulations concerning the wearing of the fourragère on a Navy uniform?—J. F. W., Ens., USN.

• *(1) No. (2) The fourragère is a foreign unit citation. First award to a unit entitles individuals to wear it only when serving in the unit. Second award to a unit entitles individuals who were in the unit for both citation periods to wear the fourragère after transfer. Uniform Regs, 1941, allows naval personnel entitled to the fourragère to wear it on the uniform whenever medals, badges or ribbons may be worn. To wear the fourragère, a button should be sewed to the left shoulder of the coat under the collar. According to Uniform Regs, the "left arm will pass through the fourragère and the small loop will engage the button under the collar, with the metal pencil hanging to the front."*—ED.

Abbreviations

SIR: Do rank and rate abbreviations described in the instructions for the new personnel accounting system apply to *all* official Naval correspondence? For example, which is proper in a letter: LCDR or Lieut. Comdr. for the abbreviation of lieutenant commander?—P. A. A., S1Y, USN.

• *LCDR is correct. The abbreviations given in Instructions for the Navy Personnel Accounting System (NavPers 15642, revised March 1946) apply to all official naval correspondence. In addition, all officers shall carry a designator (and all Reserve officers a classifier) which shall follow the officer's name in all correspondence and papers relative to that officer. For example: LCDR James R. JONES, EDO,* USN; *or, LTJG John S. SMITH, LINE,* USN.—ED.

Filipinos and the GI Bill

SIR: I am a Filipino citizen serving in the regular Navy. Am I entitled to the benefits of the GI Bill of Rights when I get discharged?—G. A., STM2, USN.

• *Yes. Being a non-citizen of the U. S. does not affect a serviceman's rights under the GI Bill of Rights, providing he takes up residence in the U. S. and meets the same eligibility qualifications required of U. S. citizens. There are limitations on certain benefits of the Bill for servicemen who take up residence in the Philippines after discharge. For full information contact the nearest Civil Readjustment Officer.* —ED.

Shipmate Brothers

SIR: What is the Navy's present policy of brothers serving on the same ship together? I am now on shore duty but expect to be made available for general detail soon. My brother's ship is attached to the Atlantic Fleet.—A. M. S., Y3, USN.

• *With the end of the war the Navy lifted its prohibition against members of the same family serving together aboard the same ship. The directive was BuPers Circ. Ltr. 281-45 (NDB, July-Dec 1945). However, transfers of personnel may not be made under authority of this letter alone. Request for transfer to your brother's ship should be an official letter to the Chief of Naval Personnel, and decision will be made in accordance with current directives concerning transfers, your availability for transfer and vacancy in complement of the command to which you wish transfer.*—ED.

White Buoy Significance

SIR: In ALL HANDS, February 1947, p. 30, you made the statement that a white buoy has no special significance. According to *Buoys in Waters of the United States* printed by the U. S. Coast Guard, white buoys mark anchorages.—L. H., Lt. Comdr., USN.

• *You're right. White buoys do mark anchorages. Bluejackets' Manual (1946), p. 417, may be corrected accordingly.*—ED.

Aviation Rate Changes

SIR: Rumors speak of changing AFC rates to either AOM or AETM rates. (1) Is this right? (2) If so, when will the change be made?—J. J. S., AFC1, USN.

• *(1) Refer to the new postwar enlisted rating structure outlined in BuPers Circ. Ltr. 25-47 (NDB, 31 January) (see also ALL HANDS, March 1947, p. 57). At such time as the transition to the new rating structure is effected, on or about 1 Jan 1948, some AFCs will be changed to aviation electronics technician (AT) and some will be changed to aviation ordnanceman (AO). (2) Instructions regarding the mechanics of the changes of all present ratings to the new ratings will be promulgated by BuPers as soon as details are worked out. Qualifications for advancements in the new rating structure also will be published at that time.*—ED.

Schooling Under GI Bill

SIR: A bunch of us have an argument and I wonder if you could settle it for us. One group claims that under a two-year hitch, the GI Bill of Rights insures 39 months of college, while the other side claims that you are entitled to 36 months. Who's right?—B. S., S1, USN.

• *Two years' service (before the official declaration of the war's end) entitles the veteran, if otherwise eligible, to 36 months of schooling under the GI Bill of Rights. It adds up this way: The first 90 days' service entitles him to 12 months' schooling. He rates, in addition, one month of schooling for each month he serves (including the first 90 days), or 24 months' schooling for two years' service. Total: 36 months. In addition, anyone who enlisted between 5 Oct 1945 and 6 Oct 1946 does not have to worry about the end of the war. Under the provisions of a separate law, as far as he is concerned the war does not end until the end of his enlistment, and all of his service will be counted.*—ED.

Legends About the Uniform

SIR: I've heard a lot about tradition being attached to the naval uniform. Can you tell me what (1) the white stripes on the collar and (2) the neckerchief are supposed to stand for?—G. H. L., F1, USN.

• *(1) The most popular theory is that the stripes are in commemoration of Admiral Nelson's three great British victories, the Battles of the Baltic, Nile and Trafalgar. But there's more romance than truth in this explanation. History has it that the three stripes were authorized by the British Admiralty in 1857 simply for decorative effect since, prior to that time, enlisted men had been decorating their collars with various types of white designs. The U. S. Navy apparently picked up the idea from the British, authorizing the present stripes and stars in January 1876.*

(2) An old navy tradition accredits the black neckerchief as a badge of mourning for Lord Nelson. It is believed, however, that the origin of the neckerchief is more prosaic. In the early days of our Navy seagoing men wore their hair in a braided pigtail down the back of their neck, and to make this pigtail stiff it was customary to soak it with grease or tar. The men wore bandanas to protect their collars. The habit of wearing pigtails disappeared, but the bandanas or neckerchiefs continued.—ED.

Souvenir Books

• USS Hornet *(CV12). Address: Stanley Blumenthal, Box 2268, Hollywood 28, Calif. (this corrects address reported in issue of January 1947). Available to former crew members at $1 per copy.*

• USS Westmoreland *(APA 104). Address: District Chaplain's Office, 12th Naval District, 45 Hyde St., San Francisco 2, Calif. Published July 1946, copies now available free to former ship's personnel.*

• USS Shangri-La *(CV 38). Address: Ship's Secretary,* USS Shangri-La *(CV 38), c/o FPO, San Francisco, Calif. Price, $5 per copy; expected publication date, 1 April.*

• *Composite Squadron 27 (VC 27). Address: Lt. S. T. Bitting,* USNR, *602 Greenwood Rd., Glenview, Ill. Now available; $5 per copy.*

• USS Madison *(DD 425). Address: Charles M. Cridland, 323 Sherbrook Blvd., Upper Darby, Pa. Copies have been mailed to former crew members for whom addresses were on record; others should submit correct addresses. Additional copies available at $1.*

Navy Floats the Most Ships

SIR: Has the Army, for any one year between 1941 and the end of the war, owned more ships than the Navy? This includes all landing craft, boats and any ships that were leased.—E. K., EM3, USN.

• *No.*—ED.

No Furlough Without Pay

SIR: Has the Navy returned to the policy of giving furlough without pay?—R.W.B., Y1, USN.

• *No.*—ED.

Gyroscope RPMs

SIR: How fast does the gyroscope in a ship's gyrocompass revolve?—R. L. E., S2, USN.

• *The gyroscope rotor, or rotors, revolve at approximately 20,000 revolutions per minute.*—ED.

Hail to the PGMs

SIR: Of all the ships you have had stories on you have failed to mention the PGMs. As a former crew member of the first PGM, I can only say that I believe these little ships deserve plenty of credit. They did a swell job in support of the Okinawa operation and on minesweeping operations from Okinawa to Japan's home waters.—R. E. R., ex-USNR.

• *You're right, the PGMs did "a swell job," though they were relatively few in number (8 ex-SC hulls, 24 ex-PC hulls) and were developed late in the war. But there are a number of individual ship types which* ALL HANDS, *whose interest is necessarily in the Navy as a whole, has not treated in separate articles. Anyway, you may like the accompanying picture of a PGM.*—ED.

Work Uniform Markings

SIR: Were sleeve markings on officers' khaki work uniforms ever prescribed in lieu of shoulder boards?—F. P. B., Lt. Comdr., USNR.

• *Yes. Black sleeve stripes and bronze buttons were prescribed for wear on the khaki working uniform until 5 Apr 1941, at which time gold shoulder marks and gilt buttons were authorized.*—ED.

BB Fuel Oil Capacity

SIR: How many tons of fuel oil does a battlewagon carry?—A. K., ex-USNR.

• *While precise figures are classified, the fuel oil capacities vary from over 30,000 barrels (about 4,286 tons) in some BBs to more than 50,000 barrels (about 7,143 tons) in others.*—ED.

Cornbread—Navy Style

SIR: Recently (ALL HANDS, November 1946, p. 31) you were good enough to print a recipe for baked beans, Navy style. My husband, a retired ACMM, raves about them, but now he wants cornbread, too. Can you help us out?—Mrs. G.N.H.

• *Sure. Hate to see an old chief pine away for that good Navy chow. This recipe, like the one for beans, comes from the Navy Cook Book and is for 100 servings, so you may have to cut it down some.*

Blend thoroughly 5 pounds flour, 2 pounds 4 ounces shortening, 9 ounces baking powder, 2 pounds sugar, 1 ounce salt, 4 pounds 12 ounces corn meal. Mix a dozen eggs and 4½ quarts milk. Add to dry ingredients and mix to a smooth batter. Spread in greased bun pans, bake at 425° F. for 25 to 30 minutes.—ED.

Reenlistment Allowance

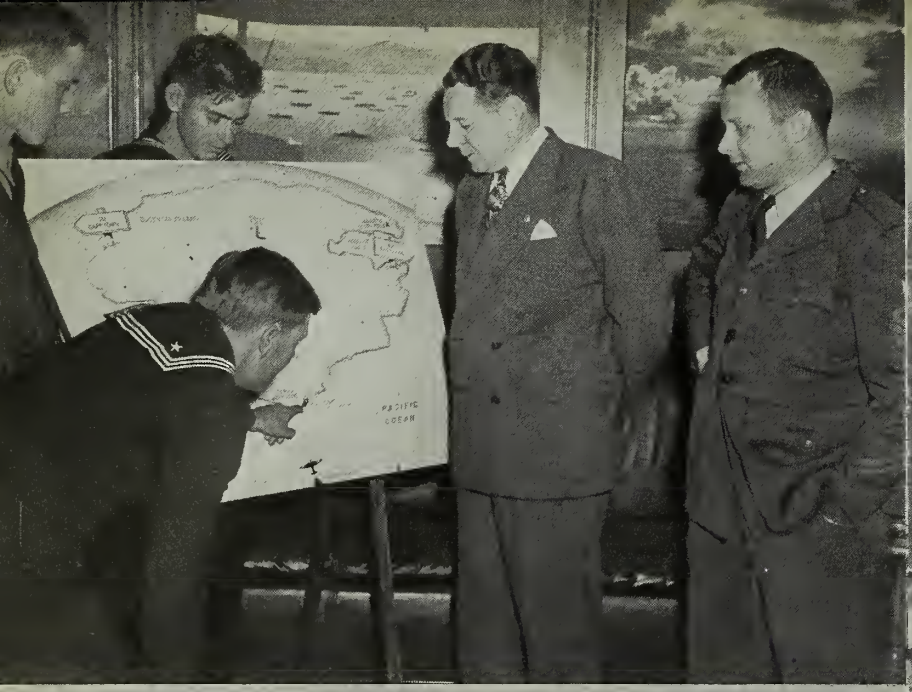
SIR: I was appointed to a temporary commission in October 1943. On 31 Oct 1942, as a Y1, I had extended my enlistment for two years. At the expiration thereof, in October 1944, my extension was automatically extended by reason of my temporary commissioned status and other regulations. At present my enlisted contract is still in an indefinitely extended status. I have been on active duty this entire time.

(1) In view of the above, am I eligible to be paid the $50-per-year reenlistment allowance, for each full year since the date of my extension, regardless of how many years it may keep running? (2) Upon termination of my temporary commission, will I be paid travel allowance?—J. B. H., Lt. (jg), USN.

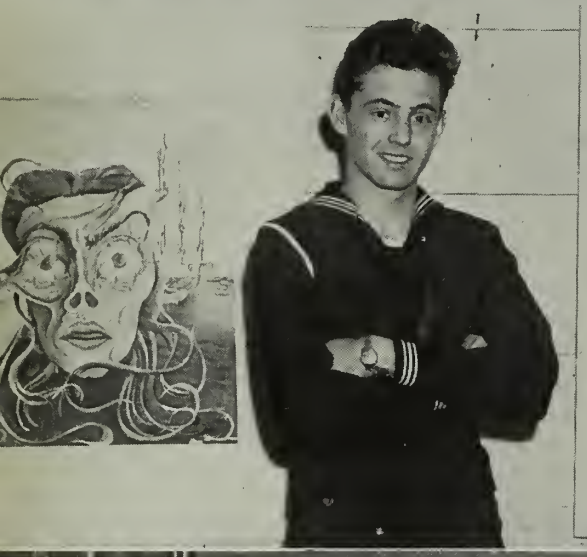
• *If, after reverting to your permanent enlisted status, you are discharged and reenlist, you will be entitled to reenlistment allowance of $50 for each year since payment of last reenlistment allowance (1942). (2) If you revert and are discharged, you get travel allowance at five cents-per-mile from place of discharge to place of acceptance for last enlistment. If you revert and are retained on active duty and not discharged, you get no travel allowance.*—ED.



PGM—Few in number and developed late in World War II, they deserve credit for a good job.









WREATH honoring Iwo Jima dead p
of Mt. Suribachi (above). "Saturn," h
Richardson, USN (Ret.), of San Franc
ning championship at the Golden G
left: Survivors of Antarctic plane cr
Sullivan point from which they have
Jones, S1, All Hands staff artist, v
had exhibited in a Washington ga
Thomas L. Sprague (left) takes oath







placed on monument on top
matian owned by CEM D. H.
, is congratulated after win-
Kennel Club (below). Upper
show UnderSecNav John L.
n rescued. Left center: Harold
two surrealist paintings he
y. Lower left: Rear Admiral
s Chief of Naval Personnel.



SUCCESS OF SOUTH POLE EXPEDITION HAILED; CNO PRAISES ACHIEVEMENTS

Ice Forces Hasty Retreat

The Navy's Antarctic expedition has completed its mission, a success both in polar discoveries and in training.

Withdrawal of the naval forces from Antarctica began when a scout plane discovered that a "great ice gate" was swinging shut on Little America. This forced a hasty retreat of 197 men who had remained behind to carry out last-minute explorations of the central group. If they had remained longer, they would have been frozen in for the long winter night.

The coming of Antarctic winter shortly afterward ended operations of the expedition's eastern and western groups. These units had been circling the South Polar continent from outside the treacherous pack ice, sending their mapping planes winging inland.

Originally, the plan for withdrawing from Little America had been for the thin-skinned ships of the central group to leave and wait outside at Scott Island, serving as weather stations. The personnel remaining behind would have been evacuated by the icebreakers USS *Burton Island* and USCG *Northwind*.

In making an exit through the pack ice, however, the cargo ship USS *Merrick* lost her rudder in an ice collision, forcing a broad change in plans. The *Northwind* brought the crippled ship out of the pack ice and towed her to New Zealand for drydock repairs. The *Merrick's* sister ship, USS *Yancey*, went along, leaving the flagship USS *Mount Olympus* behind at Scott Island to await the evacuation of the men at Little America.

As the jaws of winter slowly closed, the first ship built as a Navy icebreaker, *Burton Island*, pushed through to Little America, crowded the 197 men aboard, and made her way out through the pack ice. In a rendezvous with the *Mount Olympus*, leaders of the expedition and some of the men changed ships. Then the two vessels set their course for New Zealand, where liberty was given the crews before the trip to the U. S. was begun.

The western group set out for Australia, where a short visit was paid, and the eastern group sailed up the east coast of South America to Rio De Janeiro, where it made a six-day stop.

Commending the expedition, Fleet Admiral Chester W. Nimitz, USN, CNO, sent the following message to the *Mount Olympus:*

"The Chief of Naval Operations congratulates Task Force 68 on its achievements and the determined manner in which it overcame all obstacles to those achievements. Your experience and training in operations in polar weather are a great asset to the naval service."

When the *Burton Island* arrived at Little America, hurried preparations were made for departing. Nine planes, including six twin-engine Douglas transports, were left sitting on the Ross Shelf airstrip, as had been planned. These transports, all veterans of war service, had carried their crews on the perilous hops that fanned out from the central group base and reached beyond the South Pole, and brought them back again.

Troughs were dug in the snow and the landing skis frozen into them. Likewise, wingtips were anchored to buried logs. Under the Antarctic's preserving conditions, the planes will be flyable if an expedition returns in

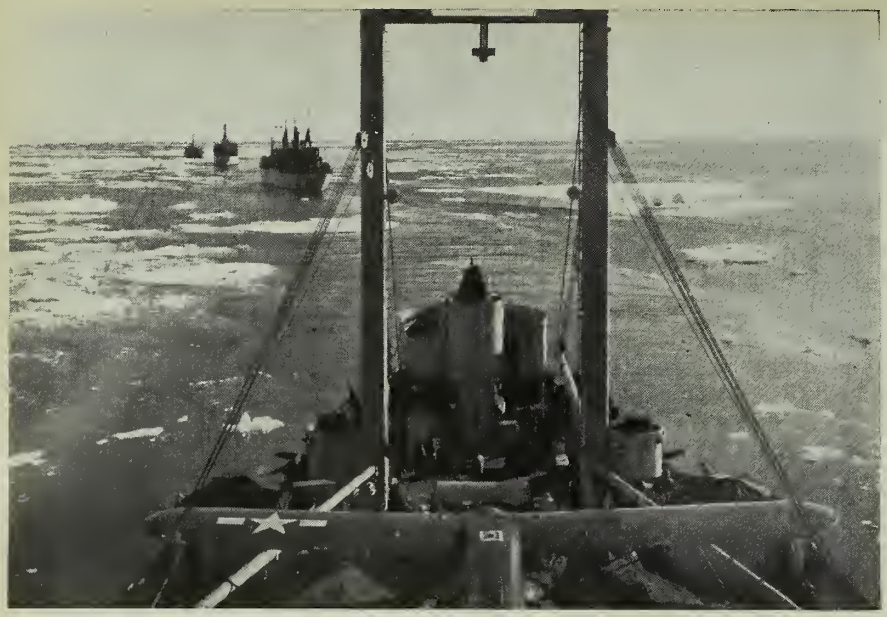
LAST MAY



All searches for missing persons in the Pacific area have been completed; Navy Nurse Corps celebrated 38th birthday; Moby Dick, the newest and most powerful rocket motor in the world, was unveiled by the Navy.

MAY 1947

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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



SHIPS of Central Group of Task Force 68 pick their way through pack ice off the Ross Sea in this photograph of Navy expedition ships heading for mooring site.

later years. The rows of tents were left as they were, and supply dumps were marked with metal poles topped by metal signs.

Expedition leaders pointed out that personnel who participated got a "real insight into the type of problem you have to face in polar regions, and that was the primary objective—to find out what our problems are." Invaluable navigational experience was gained in forcing through the Ross Sea pack ice, which hardly could have been tougher.

In aviation exploration, one of the most surprising things was the ability of the seaplanes to operate in the open sea from seaplane tenders. The western group made 25 exploratory flights, photographing roughly one-third of the Antarctic continent. The eastern group's planes made about the same number of flights, although at the end the ice and fog of the Weddell Sea hampered operations of that unit. At Little America, the central group made 29 operational flights, of which 20 were concerned with mapping.

In one of the most spectacular aerial exploratory flights in history, Rear Admiral Richard E. Byrd, USN (Ret), and 11 others flew over the South Pole and 81 miles beyond. Flying in two Douglas transports, the group roared across the Pole at an altitude of 12.000 feet above sea level, but only 2,400 feet above the great Antarctic icecap.

The two planes were the last of 10 which departed Little America in a 48-hour parade of exploration. The flights were described as having "shrunk the frontiers of the unknown at a rate never before seen."

Flying in pairs, the 10 planes discovered and mapped more unexplored territory than ever had been covered before in so short a time. They entered on the maps two previously unknown mountain masses of major dimensions, and other terrain features.

Another remarkable flight was by planes of the western group, which discovered a 40-square-mile region of warm lakes in the vicinity of the Knox Coast. The area included bare dirt hills and deserted beaches, devoid of ice and appearing excellent for camp sites.

Later, in an area about 500 miles west near the Vestfold mountains, a second ice-free "oasis" was reported by exploring planes of the western group.

New Training Plane

A new training plane with a top speed of 235 knots and many of the features of service type aircraft has been developed by the Navy to ease student transition from training type planes to service craft.

The XSN2J-1, built by North American as a possible successor to the familiar SNJ of flight training's basic stage, retains the familiar North American trainer lines but incorporates a number of new features designed to shorten the step from training to combat planes.

The new trainer, with greatly increased power and speed, is a dual-control ship designed for the student to fly from the front seat from the beginning of his training in type in order to give him the feeling of flying alone. It incorporates dive brakes, machine guns for fixed gunnery training, rocket and bomb racks, a demand type oxygen regulator (necessary due to the plane's greatly increased service ceiling of 30,000 feet) and a control panel on which the instructor can temporarily "knock out" any of the student's instruments to produce a simulated emergency.

Safety features of the new plane include shoulder harnesses, an emergency system for opening the cockpit canopy and a device to prevent unintentional retraction of landing gear on the ground.

Performance characteristics of the plane, as released by the Navy, are: range over 2,000 miles, fuel load of 260 gallons with an additional 116 gallons available in two dropable wing tanks.

'. . . THE PENGUINS BID FAREWELL'

Humor sometimes appears in the midst of misfortune.

Such was the case when a Navy patrol seaplane crashed on an Antarctic ice shelf last December. (See p. 32.) Lt. (jg) William H. Kearns Jr., USNR, relates here an incident which lightened the spirits of himself and his companions while they awaited uncertain rescue:

"After our crash on the Antarctic continent, the only sign of life we saw, with the exception of a few skua birds, was a farewell committee of Emperor penguins. None of us had ever seen this rare bird before, and we were all amazed at its size and habits.

"We had hiked overland from the scene of our crash to the edge of the ice, and there bad luck overtook us again. After waiting nearly 14 days on the ice for rescue, we were further delayed by a heavy fog bank rolling in over the water. Although the rescue PBM was little more than 100 yards from the edge of the ice, due to the fog we could neither see nor hear it. Needless to say, our spirits hit rock bottom.

"But just as despondency set in, nearly a dozen penguins, attracted by our voices, came up out of the water to join us. Almost four feet in height, this particular group, we estimated, weighed close to 100 pounds apiece. Penguins and men stared at each other in mutual curiosity.

"The strange birds would watch us and, in perfect mimicry of our actions, turn to each other, seemingly to comment on our strange appearance. We could approach them close enough to grab their flippers, but had to be wary of their long beaks. Once free, the molested penguin would step back, and with angry squawks really give the intruder the 'word.'



Lt. (jg) Kearns

"Finally the fog lifted and we were able to leave."

Experimental Drydock

The largest vessel ever launched on an inland river, a floating drydock, has left Pittsburgh, Pa., and is en route to the west coast where it will be used for routine and experimental purposes.

Designated AFDL 47, the drydock is 448 feet long, 97 feet in beam, 45 feet high and has a lifting capacity of 6,500 tons.

Under tow for the approximately 2,000-mile trip down the Ohio and the Mississippi Rivers to the Gulf of Mexico, the craft was manned by a special Navy crew. There was a clearance of only six and one-half feet on either side as the huge vessel passed through the Ohio River locks. The AFDL 47 is not self-propelled.

Built by the Dravo Corp., the drydock was launched at the Neville Island shipyard in August 1946. The vessel has its own water distillation plant and diesel-electric generators for lights and power. It is designed for a crew of 131 men and five officers, and machinery and crew quarters are located in the 12-foot sidewalls of craft.

Base at Newport

Fleet activities in the Newport, R. I., area are expected to be increased considerably as a result of the abandonment of Casco Bay, Maine, as a base for destroyers of the Atlantic Fleet.

Approximately 85 vessels—4 carriers, 9 cruisers, 32 destroyers, 8 mine vessels, 5 landing craft, 3 patrol craft, 17 auxiliaries and 7 miscellaneous craft—are expected to base at Newport from time to time.

Casco Bay was used extensively during the war as a base for destroyers operating in the North Atlantic because of its geographical advantage, being nearer to the theater of operations than any other seaport on the Atlantic Coast.

Mayflower a Sealer

The former Presidential yacht *Mayflower*, recently sold by the Maritime Commission, is being converted for use as an Arctic sealer. Reconversion has included removing almost all compartments below the main deck to provide space for cargo holds, and reinforcing the bow for protection against ice.

The ship served as a private yacht for Presidents Theodore Roosevelt, Taft, Wilson, Harding and Hoover. She was a Coast Guard vessel in World War II, and served as a CIC training ship at Little Creek, Va.

New Top Position

Navy Fiscal Director Wilfred J. McNeil, who served as a rear admiral in the Supply Corps during World War II, has been appointed to the new post of Administrative Assistant to SecNav.

The new position was created to provide administrative continuity on a high level in the Navy Department, in view of the rotation of high-ranking officers between shore and sea duty and the recurrent changes in top civilian posts in the Department.

SAILORS WARM UP TO POLAR DUTY

Snug in their bunks in warmer climes, sailors throughout the Fleet probably have wondered — with a shiver — about the everyday life of members of the Navy's Antarctic expedition.

ALL HANDS has been given a glimpse of this in a report from an enlisted naval correspondent, Tom Donnelly, S1, on board the USS *Mount Olympus* (AGC 8), Task Force 68 flagship. He enclosed copies of the ship's daily paper, *Penguin Press*, and a semi-monthly publication, *Bergy-Bits*, which reveal considerable information about the expedition and its participants.

The expedition's members are making a grand slam this trip, the correspondent reports. They will receive cards for crossing the Equator, the International Dateline and the Antarctic Circle, any one of which would be treasured by the average sailor. Although the Shellbacks were outnumbered 5-1, and a minor revolt occurred, the initiation on "crossing the line" went according to schedule. Approximately 500 persons, including civilians, underwent the initiation and joined the ranks of the Trusty Shellbacks.

Many veterans of last summer's Arctic training cruise and of the Bikini tests were aboard the *Mount Olympus*, and scenes from Bikini were re-enacted when the ship first entered the treacherous Antarctic pack ice. The rails were lined with men wearing protective goggles, only this time it was to protect their eyes from the rays of the sun, reflected off the ice and dangerous to the uninitiated. They gazed at penguins, seals, whales, Antarctic birds and icebergs. The penguins were favorite subjects for snapshots, because of their odd walk and insatiable curiosity. Most of the men expressed the desire to take home a stuffed penguin, but were thwarted by the awkward but very elusive birds.

Seven men working overtime in the flag post office applied the distinctive Antarctic expedition cachet to more than 750,000 letters received from A (Alaska) to Z (Zululand, Union of South Africa). Return addresses bore the names of such prominent persons as President Truman, King George VI of England and the Princesses Elizabeth and Margaret, two Danish princes, King Farouk of Egypt, Generals Wainwright and Pershing, Mrs. Douglas MacArthur, Cole Porter, Leo Durocher, Xavier Cugat, Senator Claghorn of the Fred Allen show—and, of course, Kilroy.

The print shop worked for days on end to deliver menus, initiation certificates, special Antarctic envelopes and the ship's paper to all hands. Radiomen were kept busy sending news copy written at weird hours by the correspondents aboard. During their idle hours, personnel saw movies, utilized a good stock of recreational equipment or resorted to that old standby, "shooting the breeze." Many enjoyed working in a fully-stocked hobby shop. Chief occupation, even in the frigid Antarctic, was standard: chipping and painting.

Correspondent Donnelly commented that business was slack in the sick bay, since there are no cold germs in the Antarctic. The unique distinction of being the first Navy man to have his appendix removed inside the Antarctic Circle goes to Edsell J. Kyte, Burbank, Calif. He was transferred from the destroyer USS *Henderson* to the oiler USS *Cacapon* for the successful operation.

Despite cold weather, ice cream was consumed aboard the *Mount Olympus* in large quantities. And despite the vast expanse of icy whiteness, clothes got dirty. Laundrymen handled 4,000 pieces a day.

First glimpse of the barrier at the Bay of Whales told why the expedition was called Operation HIGHJUMP. It was a sheer cliff of ice more than 100 feet high, looking like chiseled marble or granite. It was a sight long to be remembered by all hands.

First man ashore was Leonard M. Rizzolla, PHOM1, Washington, D. C., who classed the experience as his greatest in 10 years' Navy service. Navy men were hoping that Antarctica was one place they could reach before the Marines. Few were to have this distinction. Marine photographers were among the first ashore.



HERE'S an emperor penguin, found by members of Antarctic expedition. This type is about 50 lbs., about 3 ft. tall.



CHAPLAIN C. A. O'Neill established a 'first' when he took off from the FDR. He was the first Navy chaplain to embark by helicopter at sea. He was flown to *Randolph*.

Ultra-Modern Maneuvers

The Atlantic Fleet was honed to a keener edge after six weeks of maneuvers completed last month, in which inter-type "task force" operation, stressing coordination of varied fleet types, was a feature. Concurrently, the Navy had a convincing demonstration of use of the helicopter in air-sea rescue operations.

Some 130 Atlantic Fleet units sortied from Newport, R. I., and Norfolk, Va., early in February, rendezvousing at sea for the exercises. In addition to battle units, a logistics support group for refueling, rearming and replenishment of stores at sea added realism to the long drills, reminiscent of extended operations in Pacific waters in World War II.

An ultra-modern touch was noted in a Second Task Fleet report that "task force commanders were enjoined to keep in mind the potentialities of atomic warfare, and to consider the changes appropriate for them to make in dispositions, were the enemy capable of an atomic attack . . . On at least one occasion, these revised dispositions actually were taken," the arrangement being such that no single atomic-type bomb would damage more than one major fleet unit.

An unscheduled highlight of the maneuvers was successful use of the helicopter in plane guard and messenger duties. Six Navy pilots and aircrewmen were rescued after ditching their planes during operations.

Safety was stressed in the operational briefings for the maneuvers, but, as Admiral W. H. P. Blandy, CincLant, pointed out, among an equal number of men ashore engaged in operations of comparable hazard there no doubt would have been an equal or greater number of accidents.

Careful indoctrination was given in the hazards of operating submarines in close conjunction with surface units, and subs were forbidden to surface within a formation. Nevertheless, one submarine accident occured, not serious, which was afterward declared to be incident to the hazards of such operations. USS *Tusk* (SS 436) was approaching the supply group on a practice run and ran under USS *Consolation* (AH 15). *Tusk's* periscope was sheared off and radar and radio antennae bent and fractured. The hospital ship was uninjured. *Tusk* returned to the states for repairs.

A "relieving of the watch" in European waters occurred incident to the exercises. Ships which have been stationed in European and Mediterranean waters—for several months—including cruisers *Huntington, Fargo* and *Spokane*—joined the exercises early in the games, on their way home, and at the conclusion of the first phase of the operations several other units departed for the European and Mediterranean stations—including cruisers *Providence* and *Dayton* and DesRon 12.

When the three-week first phase of the training operations was over, the ships headed for liberty ports in warm Caribbean waters. Admiral Blandy published a schedule of events, including dances, for which various ships were assigned to furnish bands, athletics schedules and lists of recreational facilities in the ports. Challenges for basketball, baseball, boxing and other matches were exchanged from ship to ship. Concurrently, sand, paint and polish were broken out to ready the ships for the expected visitors in the southern ports.

Among the ships assigned to the Second Task Fleet for the operations included the carriers *Franklin D. Roosevelt, Randolph* and *Leyte;* escort carriers *Salerno Bay* and *Sicily;* the *Missouri;* cruisers *Providence, Wilkes Barre, Dayton, Houston, Juneau, Huntington, Fargo* and *Spokane;* destroyers *Compton, Gainard, Soley, Purvis, Dickson, Hyman, Purdy, Beatty, Bristol, Vogelgesang, Steinaker, H. J. Ellison, C. R. Ware, Corry, New Fiske, Noa, Perry, Warrington, R. L. Wilson, Zellars, Massey, D. H. Fox* and *Stormes;* submarines *Greenfish, Dogfish, Sablefish, Trumpetfish, Runner, Clamagore;* support vessels *Allagash, Caloosahachee, Chukawan, Pawcatuk, Wacamaw, Donner, Ft. Mandan, Daedelus, Quirinus, Great Sitkin, Consolation* and *Wyandot.*

5,000 MARINES IN AMPHIB DRILL

The 5,000 men of the Second Marine Division were graduating last month from a school conducted by the Amphibious Training Command of the Atlantic Fleet. Commencement was held in the roar of a mock battle on a "hostile" Caribbean beach.

The amphibious exercise was a major part of the Navy's big spring training program. Other Atlantic Fleet units were practicing tactical evolutions on the Caribbean drill grounds while ships of the Pacific Fleet maneuvered in waters west of Hawaii in large-scale drills.

The marines who hit the beach in the final stage of their amphibious training had received their basic instruction at the Navy's prep school of modern amphibious warfare—the Amphibious Training Command at Little Creek, Va.

Naval personnel are trained to support such an operation in the Naval Training Unit at Little Creek. Courses include naval gunfire support, pontoons, beach party school, landing craft and communications.



NAVY underwater demolition team clears a beach in preparation for landing of Second Division Marines.

Sports à la Pacific

CarDiv 2 reports on a sports facility that can only make the wartime sailor shake his head and say, "The Pacific was never like this."

Camp Ethridge, Guam, M. I., formerly a flight personnel rest camp, has been largely taken over by the First Task Fleet and turned into a recreation center. Overnight parties are transported across Guam by bus to the camp, "where for 48 hours they can relax and get away from it all."

Living quarters are Quonset huts with bunks, mattresses and fresh water showers provided.

All-Navy Boxing Tourney

An All-Navy boxing tournament, open to Navy and MarCorps enlisted personnel on active duty, will be held in San Diego during the week of 1-7 June, it was announced by BuPers Circ. Ltr. 33-47 (NDB, 28 February).

Participating in the tournament will be representatives of ComServPac and ComServLant and champions of elimination bouts to be held between naval districts. Naval Reserve and NROTC Units are excluded from participation, but Naval Reserve personnel on active duty (not training duty) may enter the contest.

The boxing tournament will take the Navy sports' spotlight which has been focused on the All-Navy Basketball Tournament, completed the last week in March. Winners of the basketball championship will be announced in a forthcoming issue of ALL HANDS.

Elimination bouts for the boxing tournament will be held at host commands and shall be completed prior to 17 May. Regular AAU rules as they pertain to weights will be followed, with the following champions to be named: flyweight, 112 pounds; bantamweight, 118; featherweight, 126; lightweight, 135; welterweight, 147; middleweight, 160; light heavyweight, 175 and heavyweight, over 175. Allowances of three pounds above or two pounds below authorized weight will be allowed. Participants must meet the qualifications and definitions of an amateur and any person having professional boxing experience is excluded from participating in the tournament.

Com 11 has been named host for the final tournament. It will be the duty of the host to provide housing and messing facilities for participants and take care of any other details that are incident to the success of the contest.

Each host command is authorized to send one boxing squad plus two seconds and an officer-in-charge to the tournament at San Diego. A squad will consist of a champion in each of the eight weight divisions. Naval air transportation is authorized where practicable.

The tournament host will provide the boxing gloves, but will not furnish trunks, robes, shoes or teeth protectors. The gloves will conform with the official boxing rules of the AAU.

Champions of the elimination tournaments who qualify for the All-Navy tournament in San Diego shall report there not later than 31 May. The tournament will be conducted on the basis of three rounds of two minutes each. At the end of each bout, the judges and referee must indicate a winner. If both boxers have the same number of points, the judges must consider which of the fighters showed the better style and award the bout to him.

Appropriate individual awards, furnished by the Chief of Naval Personnel, will be given to the champion, the runner-up and all participants in the final elimination tournament held at San Diego.



22-YEAR-MAN, Leonard Day, CEM, USN, displays hand-tooled bronze plaques and oil paintings he made while he was undergoing treatment in a naval hospital.





TOPEKA holds inter-division smokers when no other ships are near. Here 'black gang' and 'deck force' battle.

Army-Navy Mine Research

Army and Navy cooperation in development of submarine mines continues with establishment of an Army Ordnance Submarine Mine Laboratory at the Naval Ordnance Laboratory, White Oak, Md.

The Army laboratory will apply Navy research and development information on ship detection devices to Army cable-controlled mines. It was this type of mine that was laid across U. S. harbor entrances during World War II, making entry by an enemy ship or submarine nearly impossible. The mines are exploded, after detection of the presence of an enemy unit, by push-button controls on shore.

Some 25 German sub commanders, interviewed by U. S. officials, said they considered it impractical to attempt to go through a controlled mine field with an ocean-going submarine.

FASRon 117 Undefeated

FASRon 117 sizzled through an undefeated season in FairWing 2 basketball competition, averaging 50 points per game to its opponents' 18. The FASRon met teams from VP-HLs 3, 5 and 13, and VP-MS 7, on the courts in NAS, Kaneohe Bay, hangars.

J. W. Castano, AMM2, center and captain, scored 150 points for a season average of 22 per game. He was named by Com 14 to play on the Hawaiian Navy All-Stars, which met teams from the West Coast and SoPac areas in preliminary competition for the All-Navy basketball tournament at Great Lakes, Ill., late last month.

Trophies for Klippers

Trophies were awarded at a dinner given in honor of the Kaneohe Klippers, softball team representing NAS Kaneohe Bay, which had won the 1946 championship of Com 14.



NEW 8-INCH lets go as Navy officials witness firing of triple turret gun which is completely automatic from the ammunition handling room to the gun muzzle.

New Ordnance

The Navy has demonstrated three new shipboard gun mounts and revealed some other developments in the ordnance line.

The three guns all are automatic, rapid-fire weapons of unique design. They are the largest automatics the Navy has developed: one an 8-inch, 55 caliber main battery weapon; one a 6-inch, 47 caliber dual purpose main battery gun; and one a twin 3-inch, 50 caliber antiaircraft mount. An earlier report on the 6 and 8-inchers appeared in ALL HANDS, November 1946, p. 2.

The 3-inch design was begun late in the war to provide the Fleet with an antidote for kamikazes. It is ideally adapted for close-in antiaircraft work, and will hurl a considerable stream of heavy, VT-fuzed projectiles. Each barrel has a rate of fire at least double that of the standard 3-inch 50. The mount is expected to replace the 40-mm. on ships large enough to carry the increased load, as the Navy's principle small AA weapon.



NEW 6-INCH dual purpose gun developed by the Navy is the first rapid-fire antiaircraft mount of such large caliber.

Cruisers carrying the 6-inch dual purpose battery will be the first ships of their size whose main batteries may be used against aircraft targets generally. The vessels will have no 5-inch secondary AA battery, but will depend upon smaller weapons for defense against targets close aboard. The 6-inchers will be mounted in pairs, three turrets forward and three aft, in a new light cruiser class of which USS *Worcester* and *Roanoke* (CLs 144 and 145) are under construction.

The 8-inchers will be mounted three in each of three turrets, two forward and one aft, aboard three new cruisers under construction, USS *Des Moines*, *Salem* and *Newport News* (CAs 134, 139 and 148). They will fire at battle ranges about four times faster than any other guns of similar or larger size.

Both 6 and 8-inch systems are automatic from handling rooms to gun muzzles—as automatic as a string of .50 caliber cartridges feeding into a Browning. In both systems powder is packed in cartridge cases rather than bags, to allow speedier operation, and the cases are ejected automatically.

Other ordnance developments in which the Navy revealed some of its thinking were in weapons of the "machinegun" type.

The Navy is considering the relative merits of several aircraft weapons: the conventional .50-caliber, a new .60-caliber gun, and the 20-mm. The 20s have been successfully tested in a new radar-controlled aircraft twin turret, automatically laid and fired, at a rate of about 700 rounds per minute. The .60-caliber gun, firing a smaller shell than the 20-mm., has a very high muzzle velocity and offers considerable promise. (By way of comparison: a 20-mm. gun would equal, in bore, a gun of .78-caliber, approximately).

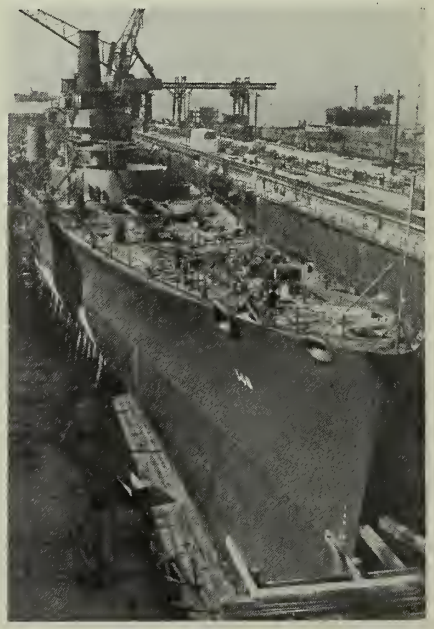
BuOrd also has announced that the supersonic wind tunnel used by the Germans at Peenemunde to test V-1 and V-2 weapons is being installed at the new Naval Ordnance Laboratory, White Oak, Md. The tunnel will play an important part in basic research and development of missiles and projectiles.

No U. S. wind tunnel ever built offered such swift breezes for testing purposes. The former German tunnel gives test speeds up to about 3,600 mph, a Mach Number of 4.4 (i.e., 4.4 times the speed of sound at any altitude and temperature). The Nazi wind tunnel builds up this tremendous gale by first creating a vacuum in a large chamber. A quick-acting valve is opened suddenly and the chamber sucks in air. Located in the duct which admits the air is the testing station in which the model to be tested may be secured. The ducts may be altered in size from a control panel, and the speed of the inrushing air adjusted.

Heaviest Heavy Cruiser

Second ship to be launched in a new heavy cruiser class is USS *Newport News* (CA 148).

Her class is the heaviest "heavy" in the world, displacing 17,000 tons. The ships are 716 feet in length. They mount an entirely new main battery, automatic 8-inch rifles mounted three in each of three turrets.



NEWPORT NEWS, newest heavy cruiser, is armed with nine 8-inch 55 caliber guns in 3 turrets. She has 30-knot speed.

DECORATIONS & CITATIONS

Two Destroyers Win PUC for Radar Picket Duty Work

USS *Evans* (DD 552) and USS *Wadsworth* (DD 516) have been awarded the Presidential Unit Citation for participation in the Okinawa campaign in early summer of 1945.

The *Evans* received the award for service in a furious air-sea battle against Japanese suicide planes while supporting radar picket operations on 11 May 1945.

As support destroyer on radar picket station 15 during an attack by approximately 100 enemy planes, 4(miles northwest of the Okinaw: transport area, the *Evans* fought valiantly against the waves of suicide planes plunging towards her from all directions. She sent up relentless barrages of antiaircraft fire during one of the most furious air-sea battles of the war.

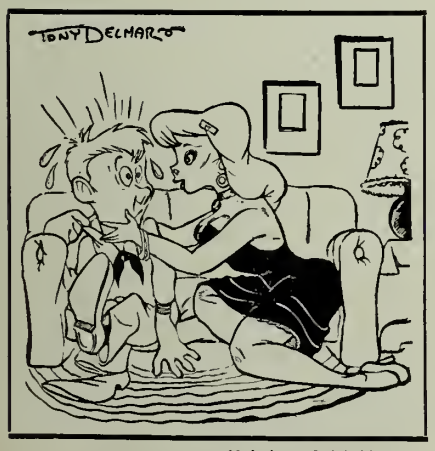
Repeatedly finding her targets, she destroyed 14 planes, assisted in downing three others, and avoided damage to herself until subjected to the coordinated attack of five planes. Shooting one down clear of the ship, she was crashed by the other four with devastating effect. With all engineering spaces flooded and with a fire raging amidships, the officers and men of the *Evans* fought desperately and brought the damage under control, enabling the ship to be towed to port and saved.

Capt. (then Comdr.) Robert J. Archer, USN, of Washington, D. C., was CO of the ship during the action.

The *Wadsworth* was cited for radar picket operations during the Okinawa campaign from 17 April to 24 June 1945.

As a fighter direction ship, the *Wadsworth* was a natural target for heavy Japanese aerial attack while occupying advanced and isolated stations. She defeated all efforts of enemy kamikaze and dive-bombing planes to destroy her. Always ready for battle, she sent out early air warnings, provided fighter direction and, with her own guns, downed six enemy planes, shared in the destruction of many others, routed many more, and was of invaluable service in hindering the Japanese from striking our forces on the Okinawa beachhead.

Comdr. Raymond D. Fusselman USN, of Warren, Ohio, was CO of the destroyer at the time.



Mainsheet, Bainbridge, Md.

"You little wolf, you!"



USS *Evans* (DD 552)



USS *Wadsworth* (DD 516)

Base Hospital Gets Award for Service

Naval Base Hospital 12, located at Netley, Hampshire, England, has been awarded the Navy Unit Commendation for its record of service in treating thousands of Allied casualties from the Normandy invasion and from V-1 "buzz" bomb attacks on Southern England between 1 March and 30 Sept 1944.

Converted from an old British hospital and well-organized in preparation for the initial assault on the European continent, the hospital admitted and treated with extraordinary success thousands of Allied combat casualties returning from Normandy beaches.

In addition, the unit treated groups of hundreds of casualties during the air activities over Southern England and during the many flying bomb incidents in that vicinity. During the seven-month period of its operation the hospital received 9,630 patients including 4,226 combat casualties, and maintained an exceptionally low mortality rate, even among its surgical cases.

Capt. Clarence J. Brown (MC), USN, of Washington, D. C., was in charge of the hospital at the time.

LST 396 Commended For Heroic Action In the Solomons

USS LST 396, sunk by enemy action during the Solomons Islands campaign, has been awarded the Navy Unit Commendation for outstanding service in transporting vital supplies to amphibious forces participating in the campaign.

As a Unit of LSTFlot5 from March to August 1943, LST 396 arrived at Guadalcanal at a critical period for amphibious operations in the drive of the 3dPhibFor up the Solomons.

Operating in enemy and uncharted waters and off difficult beaches without adequate protection of surface escort and air coverage, she carried out a heavy operating schedule, constantly fighting the submarine menace to our supply train maneuvering up the Slot, and making every effort to get her vital cargo unloaded at combat destinations before the enemy could destroy her.

In addition, LST 396 contributed to the development of this type of vessel as a hospital evacuation ship; helped to initiate the use of increased armament for all LSTs to repel Japanese air attacks; and assisted in perfecting loading techniques to facilitate the handling of her inflammable and explosive cargo during combat operations. LST 396, her officers and men served with distinction until she was exploded and sunk by enemy action during the night of August 17-18.

Lt. E. W. White, USN, of Whittier, Calif., was CO of the vessel at the time.

Marine Awarded Medal of Honor

The Congressional Medal of Honor has been posthumously presented to Corp. John P. Fardy USMC, of Chicago.

Corp. Fardy received the award for his action while serving as a squad leader with Company C, 1st Batt, 1st Marines, 1st MarDiv, in action against Japanese on Okinawa in the Ryukyu Islands on 6 May 1945.



Corp. Fardy

When his squad was suddenly struck by extremely heavy small-arms fire from the front during a determined advance against strongly-fortified, fiercely-defended

Deadline Set for Certain Medals

The presidential proclamation which ended hostilities as of 31 Dec 1946 has imposed a deadline on recommendations for certain decorations and medals, it was announced in Alnav 43-47 (NDB, 15 February).

Awards are affected as follows:

- Recommendations for award of the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star Medal and Navy and Marine Corps Medal for acts or services performed between 7 Dec 1941 and 30 June 1944, and recommendations for award of the Distinguished Flying Cross for acts or services performed between 7 Dec 1941 and 30 June 1945, must be placed in official channels on or before 30 June 1947.
- On or after 1 July 1947, recommendations for the above decorations or medals must be limited to acts or services performed not more than three years prior to the date of the recommendation (except Distinguished Flying Cross, recommendation for which is limited to acts or services performed not more than two years prior to the initiation date).

The proclamation also fixes 31 Dec 1946 as the terminal date for service eligibility for the World War II Victory Medal. No other decorations or medals are affected, the Alnav said.

Japanese positions, Corp. Fardy temporarily stationed his men along a near-by drainage ditch. Soon afterwards, an enemy grenade fell among them and he instantly threw himself on it.

Concerned only for the welfare of his men, he relinquished his own hope of survival that his fellow Marines might live to carry on the fight.

Explosives Unit Gets NUC for Pacific Work

Navy Mobile Exposives Investigation Unit Four has been awarded the Navy Unit Commendation for service in support of military operations against Japanese forces during the assault and garrison phases of more than 20 battles in the Pacific Ocean Area, from 4 June 1944 to 30 June 1945.

Assigned to mine and bomb disposal duties to expedite our offensive operations, Unit Four rendered invaluable service in clearing 15,000,000 pounds of dangerous explosives from vital harbors, beaches, roads and airfields in preparation for our assaults.

In addition, this unit gathered intelligence information and established a system of reports for distribution to the training research and intelligence centers throughout the armed forces; organized a training program and instructed several thousand service personnel of the hazards of land mines, booby traps, and unexploded ordnance; and contributed to the improvement and development of U. S explosive ordnance to meet critical operational needs.

Fulfilling these missions, the unit aided materially in reducing our casualties and in facilitating our progress in the Pacific War, achieving a brilliant combat record.

Lt. Alan B. Haley, USNR, of Wichita Falls, Tex., was officer in charge of the unit at the time.



P. Hannula

"Just because you've been in the Navy far two years doesn't mean that yau can wear half a hash mark!"

CB Unit Given Award For Landing Supplies

Naval CB Detachment 1006, the famed "Ten-O-Six" Seabee pontoon unit, has been awarded the Navy Unit Commendation for action during the landings in Sicily from 10 to 31 July 1943, and in the Gulf of Salerno from 9 Sept to 5 Oct 1943. A pioneer in the newly developed technique of landing supplies on a hostile beach, the CB detachment maneuvered against surf, currents and enemy fire to secure and maintain its pontoon causeways on the Sicilian beachhead, thus enabling 10,000 Army vehicles to be brought ashore.

Operating under heavy enemy fire in the Salerno invasion, this detachment again established ship-to-shore causeway bridges on the north and south beaches and assisted in unloading LSTs of their tanks, artillery and heavy equipment. It remained on the shell-pounded beaches for hours while handling beach traffic and getting supplies to the combat forces.

Conspicuous among all Navy pontoon units for its determination and fortitude, the detachment established an effective procedure in the handling of pontoon gear under fire.

Lt. Comdr. Walter A. Burke, Jr., USNR, of Stamford, Conn., was officer in charge of the unit at the time.

Seven Ships Honored For Action During Okinawa Campaign

Seven ships, all of which participated in the Okinawa campaign, have been awarded the Navy Unit Commendation. They are USS *Anthony* (DD 515), USS *Bennett* (DD 473), USS *Bryant* (DD 665), USS *Cassin Young* (DD 793), USS *Gwin* (DM 33), USS *Newcomb* (DD 586), and USS *Prichett* (DD 561).

The *Anthony* received her award for her action as a fire support vessel and radar picket ship during the Okinawa campaign from 1 to 19 April 1945 and from 19 to 24 June 1945. The *Anthony* was a natural target for heavy Japanese aerial attack while occupying advanced and isolated stations. She defeated all efforts of kamikaze and dive-bombing planes to destroy her, sent out early air warnings, provided fighter direction, and, with her own guns, downed 11 enemy planes, and routed many more. She furnished close fire support for initial landings and advances, participated in shore bombardment missions, and rendered valiant service in preventing attacks against the naval forces off the Okinawa beachhead.

Comdr. J. H. Hunter, USN, of Los Angeles, was CO of the *Anthony* during the period from 1 to 19 April 1945. CO of the destroyer during the second period for which she was cited was Comdr. C. J. Van Arsdall, Jr., USN, of Indianola, Miss.

The *Bennett* won her citation for action as a fighter direction ship on a radar picket station, 60 miles northeast of the Okinawa transport area on 6 and 7 April 1945. Fighting against more than 50 enemy aircraft making repeated attacks, she sent up barrages of antiaircraft fire during a prolonged and furious air-sea battle. When two of our destroyers were severely damaged and left in a sinking condition, the *Bennett* closed them to assist in combing the area for survivors. While continuing her rescue work, she beat off repeated attacks through the night and, with her own gunfire and that of the fighter aircraft she was directing, destroyed 17 enemy aircraft, successfully avoiding damage to herself until the following morning. With her supply of ammunition seriously reduced, she was crashed by a burning kamikaze whose bomb exploded with devastating effect. Although badly holed below the water line and in the engineering spaces, she succeeded in returning to port under her own power.

Comdr. J. N. McDonald, USN, of Douglas, Ga., was CO at the time.

The *Bryant* was awarded her citation for her action against Japanese in the Saipan-Tinian operations, 12 June to 2 Aug 1944; Palau, 6 to 29 Sept 1944; Surigao Strait, 24 to 25 Oct 1944; Iwo Jima, 14 Feb to 9 Mar 1945; and Okinawa, 21 Mar to 18 Apr 1945. Operating in the face of persistent air

attacks through five major campaigns, the *Bryant* blasted Japanese shore batteries, screened our attacking transports and effectively laid support barrages for amphibious assaults. During the night action of 24 October, she played a prominent part in the battle of Surigao Strait and, with accurate gun and torpedo fire, rendered invaluable assistance in the defeat of enemy units in this area.

As flagship of DesDiv 112 at Iwo Jima, the *Bryant* provided fire support for beach reconnaissance, underwater demolition teams and mine sweeping operations. Attacked by six enemy suicide planes while on radar picket duty at Okinawa, she succeeded in downing three and damaging a fourth before it crashed and exploded on the deck. She quickly recovered and continued her mission to aid the stricken *Laffey*.

Capt. Paul L. High, USN, of Arlington, Va., was CO of the destroyer during the Saipan-Tinian and Palau operations. Lt. John N. Tornberg, USNR, of Philadelphia, was skipper during the action at Surigao Strait. During the Iwo Jima and Okinawa operations, Comdr. George C. Seay, USN, of Annapolis, Md., was commanding officer.

The *Cassin Young* received her Navy Unit Commendation while operating on a radar picket station in the Okinawa campaign. She aided a damaged friendly ship by recovering survivors and by defeating further aerial attacks. She provided protection for friendly ships at anchor, downed eight planes and aided in the destruction of two others. When attacked by a suicide plane which crashed aboard on the night of 30 July 1945, she controlled the spread of damage and, with only one engine operating, returned to port under her own power.

Comdr. John W. Ailes, III, USN, of Pittsburgh, Pa., was CO of the destroyer during the period covered by the citation.

The *Gwin's* action as a radar picket ship, antiaircraft and antisubmarine screen and minesweeping support ship during the Okinawa campaign, from 24 Mar to 24 June 1945, won her the Navy Unit Commendation. Frequently harassed by suicide planes as she operated in the heavily-mined and uncharted waters off Okinawa, the *Gwin* defeated all efforts of the enemy to destroy her. She provided invaluable support for minesweeping and other operations in the Okinawa transport area, downed 12 hostile planes, assisted in destroying three others and routed many more. When a group of approximately 10 Japanese aircraft attacked her radar picket station on 4 May, the *Gwin* shot down five planes before she was struck and set afire by another kamikaze.

Comdr. F. S. Steinke, USN, of Colma, Calif., was commanding officer at the time.

The Navy Unit Commendation has been awarded the *Newcomb* for outstanding combat operations against Japanese forces during several engagements, including Saipan, Tinian, Palau, Surigao Straits, Iwo Jima and Okinawa, between 29 May 1944 and 7 Apr 1945.

Operating in the face of persistent air attacks throughout these major campaigns, she blasted Japanese shore establishments, screened our advancing transports, and effectively laid support barrages for amphibious attacks. As the leader of DesRon 56 in the battle of Surigao Straits, she spearheaded a three-section night torpedo attack, closing the battleship *Yamashiro*, and delivering terrific broadsides to aid in sinking the man-of-war. In retiring, she went alongside the *A. W. Grant* to evacuate casualties and to take the disabled ship in tow.

At Iwo Jima, the *Newcomb* covered our minesweepers in the pre-attack sweep of the landing beaches and scored a probable kill on her second submarine. Culminating her brilliant combat record in a furious engagement with seven enemy suicide planes, she staggered from the first crash and, though slowed by loss of steam, shot down a second plane, and was immediately smashed by a third. With top-hamper and machinery spaces blown into a tangled mass of rubble, with smoke and flames billowing 1,000 feet above her and the bridge the only structure intact above the waterline she fought on with her remaining guns in manual control to blast three more attackers into the sea and to damage the last kamikaze.

Commanding officer of the ship during this period was Comdr. Lawrence B. Cook, USN, of Bethesda, Md.

The *Prichett* was awarded the commendation for heroism as a fighter direction ship on radar picket duty in the Okinawa campaign, from 24 Mar to 7 Apr 1945; and 8 May to 13 Aug 1945. While occupying advanced and isolated stations, she defeated all efforts of kamikaze and dive-bombing planes to destroy her. She sent out early air warnings, provided fighter direction, shot down six enemy planes, and shared in the destruction of many others.

Capt. Clarence M. Bowly, USN, of Provincetown, Mass., was CO of the destroyer from 24 Mar to 7 Apr 1945, and served during that period in the rank of commander. Lt. Comdr. John F. Miller, Jr., USN, of Washington, D. C., was CO from 8 May to 13 Aug 1945.

Mass Commendation Honors Hospital Corps

A special commendation for outstanding performance of duty during World War II has been awarded by SecNav James Forrestal to the 200,000 men and women who served in the Navy's wartime Hospital Corps.

It is the first time in history that so large a group has received a mass commendation for their work over so long a period of time.

The unprecedented award was made on the strength of the Corps' record of saving 97 out of every 100 men of the Navy and Marine corps wounded in the war, a record for life-saving that has never been equalled.

"Thousands of citizens are living normal, constructive, happy and productive lives who, but for the skill and toil of the Hospital Corps, might be dead or disheartened by crippling invalidism," the commendation read in part.

In issuing the commendation Secretary Forrestal disclosed that 1,724 men and women of the Hospital Corps lost their lives during the war, 889 of them killed or fatally wounded in combat operations when they attempted to aid and assist casualties among the fighting forces.

"You corpsmen performed foxhole surgery while shell fragments clipped your clothing, shattered the plasma bottles from which you poured new life into the wounded, and sniper's bullets were aimed at the brassards on your arms," the commendation says.

An example of the danger under which the Corps operated, although all its men were unarmed, is to be found in the statistics for the capture of Iwo Jima. There, the percentage of casualties among the corpsmen supporting the combat troops was greater than that of the marines.

"(It is) no wonder," the commendation said, "men and women are proud to wear the emblem of the Hospital Corps. It is a badge of mercy and valor, a token of unselfish service in the highest calling—the saving of life in the service of your country.

"You Corps' men and women toiled, often as dangerously, never less vitally, in areas remote from battle: in hospitals, on hospital ships, in airplanes, in laboratories and pharmacies and dispensaries. They helped, and are helping (for the task is far from over), in the salvage of men's broken bodies and minds that is the grim product and perennial aftermath of war."



NAVY CROSS

Gold star in lieu of second award:

★ KAUFFMAN, Draper L., Comdr., USNR, Bethesda, Md.: As commander of UDT during operations against Japanese forces in the Marianas Islands on 14 June 1944, Comdr. Kauffman led numerous reconnaissance operations close to enemy beaches to gain vital information regarding approaches to the beach and installations on shore. He contributed materially to the success of our assault landings in this strategic area.

★ SCOTT, John A., Comdr., USN, Grand Rapids, Mich.: As CO of USS *Tunny* on her fifth war patrol from 27 Feb to 11 Apr 1944, he contributed materially to the success of his ship in the sinking of a Japanese submarine of 2,100 tons and in seriously damaging four other enemy vessels including a 42,000 ton battleship. Although his ship was badly damaged by depth charge explosions and bombing attacks during

★ DECORATIONS

Navy Cross (Cont.)

this action he succeeded in evading capture and in bringing his crippled vessel safely to port.

First award:

★ AMUSSEN, John R., Lt. (jg), USNR, Chevy Chase, Md. (posthumously): As pilot of a dive-bomber in BomRon 14, USS *Wasp*, in action against units of the Japanese fleet during the First Battle of the Philippine Sea, Lt. (jg) Amussen pressed home a low level attack despite heavy antiaircraft fire, scoring hits on an enemy fleet oiler and contributing materially to its destruction. When his fuel supply became exhausted before his return to his base, he made a successful water landing with sufficient equipment to enable the crew to survive until they were rescued.

★ BLACK, Joseph C., Lt. Comdr. (then Lt.), USNR, Powell Station, Tenn.: As pilot of a torpedo plane in TorpRon 19, USS *Lexington*, in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Comdr. Black plunged through the enemy's barrage of antiaircraft fire and released his torpedo at close range against a hostile battleship, contributing materially to the infliction of serious damage on it. By his daring tactics, Lt. Comdr. Black was instrumental in inflicting a decisive defeat on the Japanese forces in this battle.

★ BLITCH, John D., Comdr., USN, Patuxent River, Md.: As pilot and strike leader in BomRon 14 attached to USS *Wasp*, Comdr. Blitch participated in operations against Japanese in the First Battle of the Philippine Sea on 20 June 1944. With his plane's fuel supply at a dangerously low level, he by-passed a force of enemy tankers and destroyers to search for carriers 50 miles away. He failed to establish contact and returned to the former area to direct an attack to sink three vessels, damage three more and destroy intercepting aircraft.



Lt. (jg) Amussen



Lt. Comdr. Black



Comdr. Blitch



Pfc. Brehm

★ BREHM, Walter J., Pfc., USMC, Denver, Colo. (posthumously): While serving with the 3rd Batt., Sixth Marines, Second MarDiv on Saipan in the Marianas, 16 June 1944, Pfc. Brehm showed extraordinary heroism. When the enemy started to counterattack in force, concentrating mortar, artillery and machine gun fire on one section of our lines, and inflicting serious casualties, Pfc. Brehm took a strategic position alone in the breach through which the enemy was attempting to maneuver. He delivered a continuous stream of accurate rifle fire and held off the Japanese advance. Although seriously wounded, he refused to be evacuated but continued his one-man defense until he died.

★ BURKE, Edward J., Capt., USN, Wilkes-Barre, Pa.: As CO of the USS *Plunkett* at Anzio, Italy, 24 Jan 1944, when his ship was simultaneously attacked by enemy bombers and torpedo planes, Capt. Burke directed it through evasive maneuvers and defensive action that accounted for two of the enemy aircraft while the ship suffered only one bomb hit.

★ DUNGAN, Fred L., Lt. (then Lt. (jg)), USNR, Yonkers, N. Y.: As pilot of a fighter plane in FitRon 2, USS *Hornet*, during operations against the Japanese in the vicinity of the Bonins, 4 July 1944, Lt. Dungan was attacked by several enemy float-type fighter planes while on a mission alone over enemy territory. He successfully parried their attacks until joined by a friendly fighter then turned into the enemy and succeeded in shooting down four of their planes. Despite serious wounds suffered in the action he flew his plane back to the carrier and made a successful landing.

★ DWYER, Carl R., Comdr. (then Lt. Comdr.), USN, Ponca City, Okla.: As CO of the USS *Puffer* during her sixth war patrol in the central Nansei Shoto area from 16 Dec 1944 to 17 Jan 1945, Comdr. Dwyer contributed materially to the success of his ship in sinking four enemy vessels totalling 18,000 tons, and in damaging three enemy ships in excess of 9,000 tons. He then brought his ship safely back to port despite intense enemy antisubmarine action.

★ FASH, Robert P., Lt. (jg), USNR, East St. Louis, Ill.: As pilot in FitRon 15, USS *Essex*, during operations against the Japanese in the battle for Leyte Gulf, 25 Oct 1944, Lt. (jg) Fash carried out an attack against major units of the Japanese fleet, scoring a direct bomb hit to assist in the sinking of an enemy carrier and contributing to the success of the mission.

★ FRANZEN, Eric T., Lt. (then Lt. (jg)), Newark, N. J.: As pilot in TorpRon 44, USS *Langley*, in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Franzen plunged through enemy antiaircraft fire without diversionary bombing and strafing to launch an attack on an enemy light cruiser. When his torpedo failed to release on the first run, he returned to the target area a second time and pressed home a second attack. Later, in company with two other torpedo planes he pressed an attack on an enemy battleship and scored a probable hit.

★ HART, Franklin A., Maj. Gen. (then Col.), USMC, Cuthbert, Ga.: As CO of Regimental Combat Team 24, Fourth Marine Division, in action against the Japanese during the attack on Roi-Namur Island, Kwajalein atoll, 1 and 2 Feb 1944, Major General Hart landed almost simultaneously with the first wave of troops and fearlessly led his combat team against heavy enemy resistance. After numerous counterattacks were repelled during the night, he reorganized his depleted forces and effected a coordinated assault the next morning that overcame all remaining opposition.

★ HIPPE, Kenneth G., Lt., USNR, Kansas City, Mo.: As leader of a flight of fighters in Composite Squadron 3, USS *Kalinin Bay*, in action against the Japanese fleet during the Battle for Leyte Gulf, 24 Oct 1944, Lt. Hippe led his flight in repeated attacks to prevent the destruction of our transports which were under attack by 21 enemy bombers. He personally shot down five Japanese bombers, contributing greatly to the destruction of 19 enemy planes and assisting in saving our ships.

★ LLOYD, William R., Ens., USNR, Monticello, Fla. (posthumously): Ens. Lloyd showed extraordinary heroism in action against the Japanese during their final attacks on Corregidor, 5 and 6 May 1942. Constantly exposed to the enemy's long-range gunfire, Ens. Lloyd disregarded all personal danger as he directed his men in the defense of his assigned beach area, repeatedly countering the enemy's landing attempts until he was struck down and instantly killed during the action.

★ MCCAMPBELL, David, Comdr., USN, Norfolk, Va.: As target coordinator for the

WAY BACK WHEN

Spinning a Yarn: Tall Tales of the Sea

The Navy is chuck-a-block full with fine old traditions, many of which have, down through the years, taken on variations of their original traditions, and spread like kernels of wheat in a gale.

The traditional "spinning a yarn" carries us back to the days when officers and mates aboard ships were strict disciplinarians who believed that when sailors gathered during the working hours, nothing was accomplished.

To offset this, one day a week was set aside to unravel the strands of old line. During this period the sailors were able to talk to their heart's content and the period became known as the time for "spinning a yarn." Later other variations cropped up and the traditional "spinning a yarn" soon became known as "spun yarn."



When the Navy began to modernize and sails were giving way to steam, a new version of the traditional "yarn" came into vogue. Spun yarn has become an economical means of wrapping and whipping lines and as an all-around means of taking the place of good cordage.

When ship's tailors made their appearance in naval circles, the day was set aside to enable the men to catch up with their sewing, and mending of clothes. Wednesday seemed to be the appropriate day and became known as "Ropeyarn Sunday."

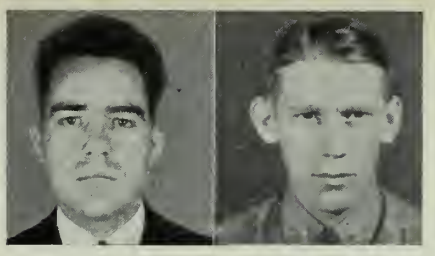
As time marched on and the uniforms of the sailor required less attention as far as the mending situation warranted, "Ropeyarn Sunday" was turned to other means. Instead of the usual "sewing bee" which was held on that day, "Ropeyarn Sunday" became one of rest and liberty, the day turning out to be a half holiday. Sailors knocked off at noon and mustered on the quarterdeck for an afternoon ashore. Some still adhered to the old tradition and broke out the ditty bags, replaced buttons and sewed up the tears in their uniforms.

Another version of the "yarn" is called a "galley yarn." This got its conception from the method of "telling tall tales" by members of the commissary department who were known at the time, for their weakness in "keeping strictly within the limits" when spinning a yarn.

Now, of course, when sailors shoot the breeze, few of them realize that most of their stories have been handed down through the years. But if a fellow will check with Old Salts he will find, usually, that he's just repeating an oft-told tale.



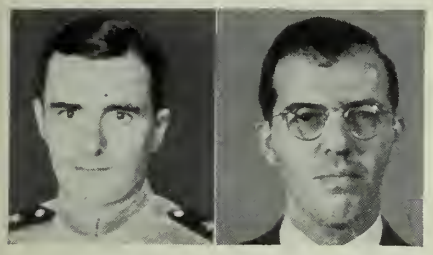
Copt. Burke | Lt. Dungon



Comdr. Dwyer | Lt. (jg) Fosh



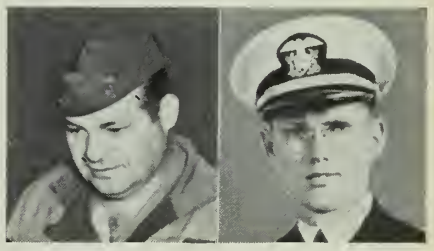
Lt. Fronzen | Moj. Gen. Hort



Lt. Hippe | Comdr. Kouffman



Comdr. McCompbell | Corp. Perry



Col. Robertson | Comdr. Scott

combined aircraft of three task groups during operations against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Comdr. McCampbell led his flight over the target area despite heavy antiaircraft fire and initiated coordinated strikes against the opposing force, sinking a medium aircraft carrier, a light cruiser, and two destroyers, and damaging a large aircraft carrier, a small aircraft carrier, two destroyers and a battleship during the heavy action.

★ PERRY, John W., Corp., USMCR, Cary, N. C. (posthumously): As leader of a rifle platoon, Company H, 3rd Batt., Twenty-Ninth Marines, Sixth MarDiv, in action against the Japanese in the Naha-Shuri sector of Okinawa Shima, Ryukyu Islands, 18 May 1945, Corp. Perry was in charge of the right flank platoon during an assault on a strongly-defended enemy ridge. On his initiative, he made his way to the top of the vital ridge despite enemy hand grenades for a reconnaissance, then returned to his platoon for a machine gun squad which he lead to an advantageous position. Taking an exposed position, he fearlessly directed its fire, neutralizing the enemy fire and making it possible for his platoon to gain its objective.

★ RAMAGE, Lawson P., Comdr., USN, New London, Conn.: As CO of the USS *Bumper* during a war patrol of that vessel in Japanese controlled waters from 29 Mar to 23 May 1944, he maneuvered his ship through strong enemy attacks to sink four hostile ships totalling more than 30,000 tons.

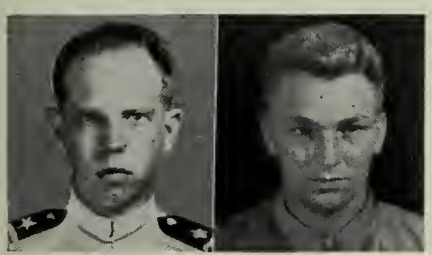
★ ROBERTSON, Donn J., Col. (then Lt. Col.), USMC, Breckenridge, Minn.: As CO of the 3rd Batt., Twenty-Seventh Marines, Fifth MarDiv, in action against the Japanese on Iwo Jima, from 19 Feb to 23 Mar 1945, Col. Robertson voluntarily left his position in an advanced observation post and, moving along the front line troops, inspired his men to resume their attack and seize the crest of a strategic hill. With the battalion badly depleted and most of the other officers dead, he rallied his troops and persuaded them to dig in before the enemy launched a strong counterattack which threatened to force back the left flank of his forces. Refusing to permit complete withdrawal, he dashed through heavy machine gun fire to the endangered area and rallied the troops to an attack which regained 50 yards of lost territory. Col. Robertson then consolidated the left of his line with the battalion on the left and remained in the front lines throughout the night, encouraging his tired men to hold fast despite overwhelming odds.

★ SWINT, George, III, Lt. (jg), USNR, Nashville, Tenn.: As pilot in TorpRon 20, USS *Enterprise*, in action against the Japanese during the Battle for Leyte Gulf, 24 Oct 1944, Lt. (jg) Swint pressed home an attack, on an enemy battleship, flying through heavy antiaircraft fire to score a direct hit with his torpedo. He contributed materially to the success of his squadron in seriously damaging a major unit of the Japanese fleet.

★ TERRY, Morris L., Platoon Sgt., USMC, Oregonia, Ohio (posthumously): As a platoon leader serving with Company F, 2nd Batt., Twenty-Fifth Marines, Fourth MarDiv, during operations against the Japanese on Iwo Jima, 28 Feb 1945, when held up by overwhelming enemy fire after he had been ordered to seize high ground in front of his position, Platoon Sergeant Terry guided a tank toward an advantageous position. When the intensity of heavy fire forced the vehicle to withdraw, he directed the crew of a 75-mm. pack howitzer to a vantage point, carrying part of the weapon himself. He then took station in an exposed observation spot to point out targets for the gun. With the enemy fortifications partially reduced, he led his platoon in an attack and, reaching the high ground well in advance of his comrades, personally destroyed two enemy pillboxes, making possible complete neutralization of the enemy strong point.

★ WEYLER, George L., Rear Admiral, USN, Piedmont, Calif.: As commander, BatDiv 3, in action against the Japanese during the battle of Surigao Strait, Philippine Islands, 25 Oct 1944, Rear Admiral Weyler, standing by in readiness while a formidable column of Japanese entered Surigao Strait, threw the full power of his heavy guns on the surprised enemy and accomplished the sinking of two battleships and three destroyers before the enemy could reorganize to bring effective fire on our ships. His professional skill and leadership contributed heavily to the destruction of capital units of the Japanese fleet in their own waters.

★ WILLIAMS, Wiley T., Lt. Comdr. (then Lt.), USNR, Anding, Miss.: As pilot in TorpRon 14, USS *Wasp*, in action against the Japanese in the last battle of the Philippine Sea, 20 June 1944, Lt. Williams flew through intense antiaircraft fire to press an attack against a "very large" enemy fleet tanker, scoring two direct hits which started fires and explosions and contributed materially to the sinking of the ship. Following the attack, Lt. Williams flew his plane, which had been damaged by the antiaircraft fire, back to friendly forces and managed a successful water landing, which enabled both himself and his crew to be picked up by a friendly destroyer.



Lt. (jg) Swint | Sgt. Terry



Reor Admirol Weyler | Lt. Comdr. Willioms

SILVER STAR MEDAL

Gold star in lieu of second award:

★ JONES, John F., Lt. Comdr. (then Lt.), USNR, Chatsworth, Ga.: Torpedo data computer operator, USS *Bang*, Pacific area, 27 Aug to 29 Sept 1944.

★ MCCROBY, Woodrow W., Comdr. (then Lt. Comdr.), USN, Waelder, Tex.: Assistant approach officer, USS *Parche*, 2nd war patrol, 17 June to 16 Aug 1944.

★ MCGREGOR, Bob R., Capt. (then Lt. Comdr.), USN, San Francisco: CO, USS *Grouper*, 2nd war patrol, 28 Aug to 20 Oct 1942.

★ SHEA, Maurice W., Comdr. (then Lt. Comdr.), USN, Manitowoc, Wis.: Executive officer and assistant approach officer of USS *Redfin*, 19 Mar to 2 May 1944.

First award:

★ BECK, Lawrence A., Lt. (then Lt. (jg)), USNR, Long Beach, Calif.: OOD, USS *Tinosa*, 10 Jan to 4 Mar 1944.

★ BEWLEY, Frank A., Comdr., USNR, Edgewater, Md.: Diving officer, USS *Raton*, and assistant approach officer.

★ BIENIA, John P., Lt. Comdr. (then Lt.), USNR, Berkeley, Calif.: Engineering and diving officer, USS *Silversides*.

★ BLU, Robert E., Lt., USNR, Danville, Ill.: Pilot, TorpRon 86, USS *Wasp*, Kure, Japan, 19 Mar 1945.

★ BUNTING, Davis E., Lt. Comdr. (then

★ DECORATIONS

Silver Star (Cont.)

Lt.), USN, Washington, D. C.: Torpedo data operator, USS *Archer Fish*, Honshu, Japan, 30 Oct to 15 Dec 1944.

★ CHEATHAM, Benjamin B., Comdr., USN, Santa Monica, Calif.: CO, USS *Coghlan*, Philippine Islands, 11-12 Dec 1944.

★ CHURCH, Hollis F., Jr., Lt., USNR, South Windsor, Conn.: Torpedo data operator, USS *Atule*, 9 Oct to 11 Dec 1944.

★ CURRIE, John P., Lt. Comdr., USN, Washington, D. C.: Approach officer of a submarine, 20 Oct to 12 Dec 1943.

★ DAVIS, Frank W., Lt., USNR, Canton, Tex. (posthumously): Rescued nine Marines, Saipan, 15 June 1944.

★ DECKER, Stiles M., Jr., Lt. Comdr., USNR, Annapolis, Md.: Engineering and diving officer, USS *Puffer*.

★ DEZELL, Walter J., Lt. (jg) (then Ens.), USNR, Portland, Ore.: Member of UDT, POA, 17 to 21 July 1944.

★ FARRENS, John H., Lt. (jg) (then Ens.), USNR, Chicago, Ill.: Member of UDT, 17 to 21 July 1944.

★ FRESE, Edwin W., Lt., USNR, Scarsdale, N. Y.: Torpedo data computer operator, USS *Pintado*, 16 May to 1 July 1944.

★ FROST, Clayton E., Lt. (then Lt. (jg)), USN, Denver, Colo.: Diving officer, USS *Seal*, 8 Aug to 17 Sept 1944.

★ FYFE, John K., Comdr. (then Lt. Comdr.), USN, Fitchburg, Mass.: CO, USS *Batfish*, 26 May to 7 July 1944.

★ GALMAN, John E., Jr., Lt. Comdr. (then Lt.), USNR, Honolulu, T. H.: Diving officer, USS *Gato*, 5th, 6th and 7th war patrols.

★ HAYLER, Frank E., Comdr., USN, Palos Verdes Estates, Calif.: CO, USS *Hake*, 6th war patrol, 5 Aug to 25 Sept 1944.

★ HESS, John B., Comdr. (then Lt. Comdr.), USN, The Dalles, Ore.: Assistant approach officer, USS *Swordfish*, 29 Dec 1943 to 7 Feb 1944.

★ JOHN, Clary L., Lt. Comdr. (then Lt.), USN, Eureka Springs, Ark.: Diving officer, USS *Seawolf*, 12 Dec 1943 to 27 Jan 1944.

★ JONES, Paul H., Lt. (jg) (then Ens.), USNR, Floral Park, N. Y.: MTB squadron, Pacific, 6 July 1944.

★ KELLEY, James W., Lt., USN, Egg Harbor City, N. J.: CO, LCIL-6, Okinawa Gunto, 4 May 1945.

★ KEFFORD, Ira C., Lt. (then Lt. (jg)), USNR, Muskegon, Mich.: Pilot, FitRon 17, South Pacific, 27 Jan to 27 Feb 1944.

★ KUEHN, Henry J., Lt. Comdr. (then Lt.), USNR, Seattle, Wash.: Torpedo data computer operator, USS *Picuda*, 17 Feb to 5 Apr 1944.

★ LESSON, Alfred D., Lt. (jg) (then Ens.), USNR, Boston, Mass.: CO, MTB 129, New Guinea, 3 May 1944.

★ LITTLEFIELD, David F., Lt. (then Lt. (jg)), USNR, Dayton, Ohio: OinC, USS *LCT (5) 199*, Normandy, France, 6 June 1944.

★ MACLAY, David S., Lt. Comdr. (then Lt.), USNR, New York, N. Y.: Service on USS *Hutchins*, DesRon 24, 25 Oct 1944.

★ MARSHALL, Stanmore B., Lt., USNR, Belton, S. C.: PT division leader, MTB Squadron 22, Ligurian Sea, September 1944 to March 1945.

★ MEACHAM, Robert C., Lt., USNR, Birmingham, Ala.: Radar officer, USS *Picuda*, Pacific areas, 13 July to 3 Oct 1944.

★ MOLLOY, Kenneth D., Lt. (then Lt. (jg)), USNR, Westbury, N. J.: CO, MTB 326, Geelvink Bay, New Guinea, 17 Aug 1944.

★ MOORE, Michael U., Lt., USN, Tacoma, Wash.: Torpedo computer operator, USS *Raton*, 6th war patrol, 6 Oct to 1 Dec 1944.

★ MCNEAL, Horace P., Lt. Comdr., USN, Suffolk, Va.: Diving officer, USS *Thresher*, 13th war patrol, 14 June to 27 July 1944.

★ RACINE, Vincent O., ChCARP, USNR, Mainstem, Mich.: UDT, Pacific Ocean areas, 17 to 21 July 1944.

★ ROBBINS, Orme C., Comdr., USN, Hayward, Calif.: CO, USS *Sterlet*, 1st war patrol, 4 July to 25 Aug 1944.

★ ROGERS, Robert K., Lt. (jg), St. Louis, Mo.: Member UDT, Pacific Ocean areas, 17 to 21 July, 1944.

★ SHIRLEY, James A., Lt. Comdr., USNR, Warrington, Fla.: Pilot fighter plane, USS *Princeton*, Philippine areas, 21 Sept 1944.

★ SMITH, Robert L., Lt. Comdr., USNR, Puyallup, Wash.: Assistant approach officer, USS *Razorback*, 2nd war patrol, Pacific, 15 Nov 1944 to 5 Jan 1945

★ STREET, George L., III, Comdr., USN, Richmond, Va.: Assistant approach officer, USS *Gar*, 10th war patrol, 16 Dec 1943 to 9 Feb 1944.

★ SUHRLAND, Leif G., Lt. (jg), USNR, West Hartford, Conn.: UDT, Saipan Island beaches, 14 June 1944.

★ TURNER, Thomas, Lt. Comdr., USN, Annapolis, Md.: Diving officer, USS *Tautog*, 10th war patrol, 24 Feb to 23 March 1944.

★ VAN GORDER, Keith, Lt. (then Ens.), USN, Sidney, Neb.: Torpedo officer, USS *Tinosa*, 27 Oct to 16 Dec 1943.

★ WHITE, Homer O., Lt., USNR, Norwood, Pa.: CO, USS *Thomas Say*, Okinawa Gunta, 4 May 1945.

★ WILKINSON, Eugene P., Lt. Comdr., USNR, San Diego, Calif.: Torpedo computor officer during 4th war patrol, USS *Darter*, 1 Sept to 24 Oct 1944.

★ XANDERS, William W., Lt., USNR, Des Moines, Iowa: CO, USS *LSM 14*, Okinawa Gunta, 4 May 1945.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ BROOKMAN, Harold R., Capt., USNR, Dunlap, Ill.: Material officer on staff of CTF, prior to and during the amphibious invasion of southern France in August 1944.

Gold star in lieu of third award:

★ JOY, Charles T., Rear Admiral, USN, Coronado, Calif.: Officer in tactical command of vessels conducting salvage operations in the Pacific, 13 to 17 Oct 1944.

★ SALLADA, Harold B., Rear Admiral, USN, Norfolk, Va.: Director of the Planning Division, BuAer, and Director of the Planning Division in the Office of the Deputy of Naval Operations, 15 Apr 1942 to 18 Aug 1943; 18 Aug 1943 to 2 Oct 1943 and 1 June 1945 to 31 Aug 1945.

★ STRAUSS, Lewis L., Rear Admiral, USNR, New York, N. Y.: Special assistant to SecNav, with additional duty as Navy Member of the Executive Committee of the Joint Army-Navy Training in Industrial Mobilization, 1 Aug to 1 Nov 1944; and 1 Feb 1945 to 2 Jan 1946.

Gold star in lieu of second award:

★ DODGE, Harry B., Capt. (then Comdr.), USN, Portland, Me.: CO, USS *Seal*, 10th war patrol, Caroline Islands, 26 Jan to 1 Mar 1944.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Radio and radar officer attached to the staff of CTF, prior to and during the amphibious invasion of Southern France, in August 1944.

★ MOSES, Charles W., Capt., USN, New York, N. Y.: Gunnery officer on staff of CTF, prior to and during the invasion of Southern France, August 1944.

★ RICHARDSON, Myron T., Capt., USN, Auburndale, Mass.: Plans and operations officer on staff of Commander Assault Force "U", Cherbourg Peninsula, France, 6 to 24 June 1944.

★ SULLIVAN, John R., Capt., USN, Duluth, Minn.: Staff of Commander, 3rd Amphibious Forces, during operations against enemy in the Philippines and Palaus, 1 Apr 1944 to 15 Aug 1945.

First Award:

★ BARNES, William R., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: CO, USS *Ludlow*, aid in sinking submarine off Oran, Algeria, 18-19 May 1944.

★ CARPENTER, Stephen W., Comdr., USN, Compton, Calif.: Gunnery officer, USS *Colorado*, Philippine and Ryukyu Islands, 19 Nov 1944 to 22 May 1945.

★ ESBENSEN, Robert E., Lt., USNR, Chicago, Ill.: OinC, USS *LCT 35*, Anzio-Nettuno, Italy, January and February 1944.

★ GILBERTY, Frank R., Lt. (then Lt. (jg)), USNR, Woodbridge, Conn.: CO, *LCI (G) 451*, Kwajalein Atoll, Saipan, Tinian, Marianas, Leyte, Lingayen Gulf and Philippine Islands, 1 Feb 1944 to 10 Jan 1945.

★ HODGMAN, William A., Capt., USN, Saratoga Springs, N. Y.: Organized and operated facilities for the maintenance of the South Atlantic Fleet both ashore and afloat, Recife, Brazil, 26 Feb 1941 to 10 Nov 1944.

★ HOERNER, Herbert L., Capt. (then Comdr.), USN, Palisades, Calif.: Assistant operations officer on the staff of Commander, 3rd Fleet, Ryukyu Islands, For-

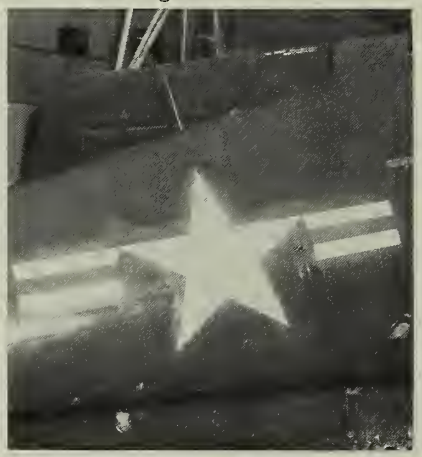
RED RETURNS TO PLANE INSIGNE

The adoption of a new official insigne for military aircraft has returned the colors of the national ensign to Navy planes.

Unlike prewar insigne, which was dropped early in 1942 when it was found that the red circle inside a white star in a circular blue field looked too much like the Jap "meatball" for snap recognition, the new insigne adds red to the white and blue in the form of a horizontal bar centered in the present white bar.

The new insigne is the third adopted for U. S. military aircraft since the start of the war. The first variation from prewar style was the dropping of the red circle from the center of the design. Later, a horizontal white bar, blue-bordered, extending horizontally from the blue field, was added. This design remained standard throughout the war.

According to present custom, the dark blue paint of most Navy planes forms the blue field of the insigne's circular background and border.



ALL COLORS of national ensign are back in U. S. plane markings. The red is in white bar on each side of star.

mosa, Luzon-Visaya-Mindanao areas in the Philippines, French Indochina bases and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.

★ HOLCOMB, Harold R., Capt., USN, Annapolis, Md.: Commander of destroyer squadron, Aleutian and Kiska Islands, 6 Apr 1943 to 3 Sept 1943.

★ JENNINGS, Ralph E., Rear Admiral (then Capt.), USN, Washington, D. C.: CO, USS *Yorktown*, Battle of the Philippine Sea, 20 June 1944.

★ LYON, Rossmore D., Capt., USN, Poughkeepsie, N. Y.: Commander, Fleet Air Wing 16, 15 Apr 1943 to 10 Nov 1944.

★ MALLARD, John B., Capt., USN, Annapolis, Md.: Commander of a task group of tank landing ships during assaults on Japanese-occupied Lae, 4 Sept 1943, and Finschhafen, 22 Sept 1943.

★ MCKINNEY, Eugene B., Capt. (then Comdr.), USN, Sacramento, Calif.: CO, USS *Skate*, 2nd war patrol.

★ MCCOWN, Henry Y., Capt., USN, Dallas, Tex.: Operations officer on the staff of the Commander-in-Chief, United States Fleet, Aug 1943 to Nov 1944.

★ MILLETT, John R., Comdr., USN, Grand Rapids, Mich.: CO, USS *Trathen*, 18 to 29 Oct 1944, in operations against Japanese forces.

★ NICHOLS, Chester L., Capt., USN, Long Beach, Calif.: Chief of Staff to the Commander, Moroccan Sea Frontier Forces, French Morocco, Nov 1942.

★ OFSTIE, Ralph A., Rear Admiral (then Capt.), USN, Everett, Wash.: CO, USS *Essex*, Caroline and Marianas Island Groups, 16 to 22 Feb 1944.

★ PALMER, Howard V., Jr., Lt. Comdr. (then Lt.), USNR, Piedmont, Calif.: CO, USS *LST 359*, Normandy, 12 July 1944.

★ PRESCOTT, John G. F., Comdr., USN, Los Angeles, Calif. (posthumously): Docking and repair officer of an advanced base sectional drydock, April 1943 to March 1944.

★ RENNEL, Paul T., Lt. Comdr., Southport, Conn.: Sinking or destroying more than 100 enemy barges, New Guinea, New Britain and Admiralty Islands, November 1943 to February 1944, as CO of Motor TorpRon 21.

★ SAMPLE, William D., Rear Admiral (then Capt.), USN, Arlington, Va. (posthumously): CO, USS *Hornet*, 20 June 1944.

★ SABEN, Maxwell B., Comdr., USN, Newport, R. I.: CO, Operating Facility in the South Atlantic, October 1941 to 10 Nov 1944.

★ SESSIONS, William A., Comdr. (then Lt. Comdr.), USNR, Great Neck, N. Y.: CO, USS *Gandy*, 16 Apr 1944, in sinking of German submarine.

★ TYLER, John P., Lt. Comdr., USNR, Baltimore, Md.: Force direction officer, on the staff of Commander Air Support Control Units, Marianas, Iwo Jima and Okinawa, June 1944 to April 1945.

★ VANASSE, Roland B., Capt. (then Comdr.), USN, Anthony, R. I.: CO, USS *Thurston*, Southern France, 15 Aug 1944.

★ WAIT, Delos E., Capt. (then Comdr.), USN, El Dorado, Ark.: Executive officer, USS *Block Island*, Atlantic Ocean, 29 May 1944.

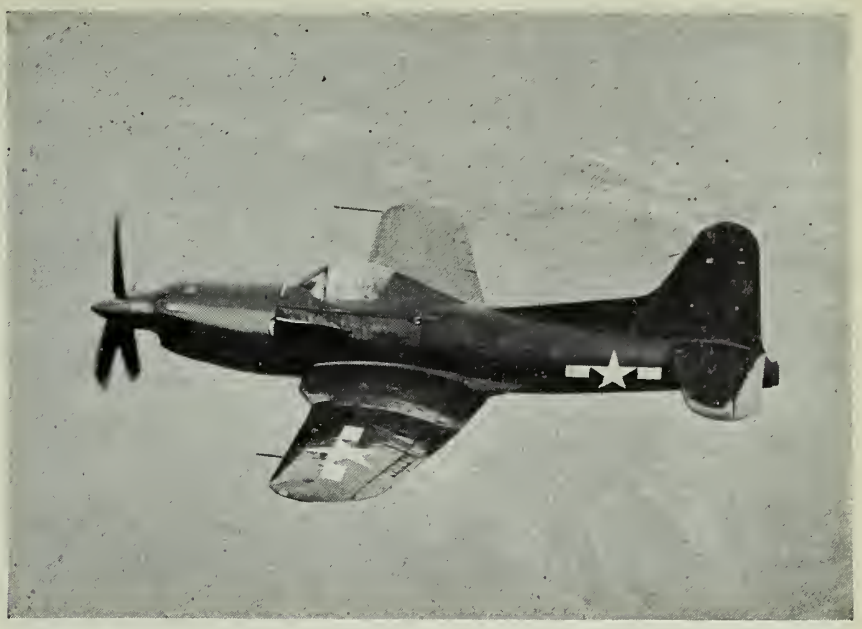
★ WASHBURN, George A. T., Capt., USNR, Clinton, Okla.: CO, USS *Lunga Point*, Pacific War Area, 10 Feb 1945 to 14 Mar 1945.

★ WILCOX, Robert, Lt. Comdr., USCG, Brooklyn, N. Y.: CO USS *Joyce*, Atlantic Ocean, 16 Apr 1944, in sinking of German submarine.

★ WILKINSON, Edwin R., Capt., USN, San Mateo, Calif.: CO, Naval Advance Base, Efate, 15 Jan to 1 Aug 1943, CO, Naval Advance Base, Vella Lavella, CO, Naval Advance Base, Emirau, Aug 1943 to June 1944.

★ YOUNG, John A., Jr., Lt. Comdr. (then Lt.), USNR, Honolulu, T. H.: CO, USS *Menominee*, Palau Islands, 2 to 5 Oct 1944.

★ ZIMMERMAN, Stanley F., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: CO, *YMS 34*, Bay of Cagliari, Sardinia, Oct and Nov 1943.



GAS TURBINE for prop and thermal jet for tail boost power Navy's new XF2R-1 speedster, second in the Ryan Fireball series. Shark nose aids streamlining.

NAVY'S SHARK-NOSED 'PROPJET'

The Navy's first use of gas turbine engines to power aircraft is marked in the announcement of the new XF2R-1, which the Navy says "will probably be" in the 500-mile-an-hour class.

The gas turbine, a General Electric TG-100 "Propjet," powering a propeller in the nose, is boosted by an I-16 tail jet for peak performance in bursts of speed and a phenomenal rate of climb.

The plane is the second in the Ryan Fireball series, and differs from the first Fireball in the use of the nose turbine—instead of the conventional aircooled reciprocating engine.

The new engine provides the plane with the long, slim nose lines usually associated with the in-line liquid cooled engine, and aids materially in streamlining.

Successful flight tests at San Diego have shown that the turbine is practical for cross-country flights.

Total power developed by the XF2R-1's engines is greater than that of the first Fireball, and is attained with only a comparatively slight increase in weight.

The plane is 36 feet long, with a wingspan of 40 feet and an overall height of 13 feet, 11 inches. Standard fighter armament is carried.

DISTINGUISHED FLYING CROSS

Gold star in lieu of fourth award:

★ BALLIET, Letson S., Lt., USNR, Reno, Nev.: Pilot, torpedo plane, USS *Ticonderoga*, 16 Jan 1945.

★ TORREY, Philip H., Comdr., USN, Long Beach, Calif. (posthumously): Extraordinary achievement as commander of carrier-based air group, Marshall Islands, 29 Jan to 3 Feb 1944.

Gold star in lieu of third award:

★ BALLIET, Letson S., Lt., USNR, Reno, Nev.: Outstanding airmanship against enemy forces, 12 Jan 1945.

Gold star in lieu of second award:

★ BLAIR, William K., Lt., USNR, Toledo, Ohio: Pilot, FitRon 2, USS *Hornet*, 19 June 1944.

★ CARMODY, John W., Lt., USNR, Granite City, Ill.: Pilot of torpedo plane, TorpRon 80, USS *Ticonderoga*, China, 12 Jan 1945.

★ HERRIMAN, Fred C., Lt. Comdr., USN, Monett, Mo.: CO, Composite Squadron 85, USS *Lunga Point*, 17 Feb 1945.

★ HOWELL, James N., Lt. Comdr., USN, Coronado, Calif.: Pilot, TorpRon 20, USS *Lexington*, 9 Jan 1945.

★ MABRY, Dale F., Lt. (jg), USNR, Huntington Park, Calif.: Aerial flight, Nansei Shoto area, 1 Apr to 4 May 1945.

★ MCCUE, Hartsel F., Lt., USNR, Grossment, Calif.: Pilot, TorpRon 13, USS *Franklin*, 18 Oct 1944.

★ MOLSBERGEN, John M., Lt. (jg), USNR, Fresno, Calif.: Aerial flight, Nansei Shoto area and Balikpapan, Borneo, 5 May to 1 July 1945.

★ RUSHING, Roy W., Lt., USNR, McGeHee, Ark.: Pilot, FitRon 15, USS *Essex*, 13 Sept 1944.

★ SWINT, George, III, Lt. (jg.), USNR, Nashville, Tenn.: Pilot, TorpRon 20, USS *Lexington*, Hong Kong, China, 16 Jan 1945.

First award:

★ ANCENEY, Charles L., Lt. Comdr., USNR, Milwaukee, Wis.: Aerial flight in Central Pacific areas, 28 Jan to 20 April 1945.

★ ANDERSON, Kenneth R., Lt. (jg), USNR, Seattle, Wash.: Pilot, TorpRon 80, USS *Ticonderoga*, Philippine area, 25 Nov 1944.

★ ANDERSON, William J., Lt. (jg), USNR, Milford, Ill.: Pilot of torpedo plane in CompRon 20, USS *Kadashan Bay*, 25 Oct 1944.

★ ARTHURS, Marvin M., Lt. Comdr., USNR, Sandpoint, Idaho: Pilot of torpedo plane in BomRon 3, USS Yorktown, French Indochina area, 12 Jan 1945.

★ BALDWIN, Charles A., Lt., USNR, Norfolk,

★ DECORATIONS

D.F.C. (Cont.)

Va.: Commander Navy bomber, in engagement with enemy submarine, 5 Nov 1943.
★ Bennett, Edward E., Lt., usnr, Los Angeles, Calif.: Pilot of fighter, FitRon 19, uss *Lexington*, 23 Oct 1944.
★ Brown, James S., Lt., usn, San Bernardino, Calif.: Pilot, FitRon 11, uss *Hornet*, Formosa, 9 Jan 1945.
★ Campbell, Henry E., Lt., usnr, Dallas, Tex. (posthumously): Co-pilot of a Liberator, BomRon 104, Solomons area, 4 Dec 1943 to 8 Jan 1944.
★ Churton, Paul M., Lt. (jg), usnr, Columbus, Ohio: Pilot of a fighter plane, FitRon 14, uss *Wasp*, first battle of Philippines, 20 June 1944.
★ Cummins, Herschel M., Lt., usnr, Boise, Idaho: Commander of patrol plane, PatBomRon 13, Korea area, 14 May 1945.
★ Ferguson, John A., Comdr., usn, Watertown, S. D.: Aerial flights, WesPac areas, 7 Mar to 16 July 1945.
★ Fowler, Herbert S., Lt. (jg), usnr, San Francisco: Aerial flights, WesPac areas, 28 Apr to 24 July 1945.
★ Glenn, Eugene H., Lt. (jg), usnr, Chicago, Ill.: Pilot, TorpRon 2, uss *Hornet*, 21 Sept 1944.
★ Gove, Willard T., Lt. Comdr., usnr, Walpole, Mass.: Leader, fighter plane group, FitRon 13, uss *Franklin*, Luzon Island, 15 Oct 1944.

Bugler's Delight

Who says there isn't any justice?

Cpl. William Hill is a bugler at Marine Corps barracks in Peiping. A playful barracks-mate dumped a bucket of sand on him one morning at reveille. After careful consideration, a court handed down this ruling:

The culprit must "tenderly arouse" Hill, the bugler, at 0615 each day for 30 days, and serve him coffee in bed.

★ Guenzi, Stanley J., Lt. (jg), usnr, Sterling, Colo.: Pilot of fighter, FitRon 14, uss *Wasp*, battle of the Philippine Sea, 20 June 1944.
★ Harms, James H., Lt., usnr, Chicago, Ill.: Pilot and division leader, FitRon 3, uss *Yorktown*, Formosa area, 21 Jan 1945.
★ Henry, George C., Lt., usnr, Marion Center, Pa.: Pilot, TorpRon 9, uss *Essex*, New Britain, Solomon Islands, 11 Nov 1943.
★ Hiigel, Charles E., Lt. (jg), usn, Missoula, Mont.: Pilot, Air Group 2, uss *Hornet*, first battle of Philippine Sea, 20 June 1944.
★ Hoffman, John A., Lt. (jg), usnr, Fremont, Ohio: Aerial operations, CentPac areas, 18 Dec 1944 to 12 Mar 1945.
★ Hooker, Franklin, Lt. (jg), usnr, National City, Calif.: Pilot of torpedo plane, China coast area, 16 Jan 1945.
★ Hougham, Howard D., Lt. (jg), usnr, Des Moines, Iowa: Aerial operations in WesPac areas, 26 Apr to 29 July 1945.
★ Howell, James N., Jr., Lt. Comdr., usnr, Corpus Christi, Tex.: Division leader, TorpRon 20, uss *Enterprise*, Okinawa Jima, 10 Oct 1944.
★ Jones, Robert J., Lt. (jg), usnr, Dover, Ohio: Pilot of fighter plane, FitRon 80, uss *Hancock*, Tokyo area, 16 Feb 1945.
★ Kepford, Ira C., Lt., usnr, Muskegon, Mich.: Pilot of fighter, FitRon 17, Solomons area, 27 Oct to 1 Dec 1943.
★ Kroeger, Frederick E., Lt., usnr, Wells, Minn.: Pilot of torpedo plane, TorpRon 23, uss *Princeton*, Solomon Islands and Bismarck Archipelago, 1 to 19 Nov 1943.
★ Krueger, Duane, Lt. (jg), usnr, San Luis Obispo, Calif.: Pilot of fighter, FitRon 27, uss *Princeton*, Leyte Gulf, 24 Oct 1944.
★ Kurant, Stanley P., Lt. (jg), usnr, Rutland, Vt.: Pilot, Night FitRon 90, uss *Enterprise*, Tokyo area, 16 Feb 1945.
★ Lampman, George, Jr., Lt. (jg), usnr, Philadelphia, Pa.: Aerial operations, WesPac areas, 29 Apr to 17 July 1945.
★ Lavin, Paul A., Lt. (jg), usnr, Leominster, Mass.: Pilot, FitRon 80, uss *Hancock*, Formosa and China areas, 3, 16 and 21 Jan 1945.
★ Longino, Walter B., Lt., usn, Atlanta, Ga.: Pilot, Air Group 8, uss *Bunker Hill*, Philippine Islands area, 21 Sept 1944.
★ McCauley, Dungan H., Lt. (jg), usnr, Sausalito, Calif.: Pilot, BomRon 4, uss *Essex*, 14 Nov 1944.
★ Maloney, James E., Lt. (jg), usnr, De-

PUBLICATION OFFERS NEW TOPICS FOR 'BULL SESSIONS'

Now the Navy offers the sailor an "escape" from the grim grotesqueries of the comic books, turning his attention to the bright realities of life in a world recuperating from a great war.

It's the Educational Services Section of BuPers, increasing from 500 to 2,000 the distribution of *Army Talk*, that provides the new opportunity. *Army Talk*, despite its wrap-legging title, is not much concerned with soldiering. *Army Talk* is a tabloid-size publication of several pages, issued weekly by the War Department and designed as fodder for discussion groups.

"Discussion group" as a parlor expression, meaning bull session. If the Navy's program is successful, sailors will be grinding more ivory than Mr. Steinway. The delightful feature, of course, is that this merely puts the official stamp of approval on something that's been going on for a long time.

Since boatswain's mates carried a length of knotted line, Navy men have been gathering under the break of the poop, on the fantail and in the ice machine room to chip teeth over any subject that fell to mind. Now they are being provided with a time, place, subject and leader for informal chin-chins.

Purpose of the Navy in promoting this sort of chatter is to help individual men to understand America's part in world affairs, the duties of the Navy in carrying out national policies, their own parts in the Navy and the conditions and responsibilities they may expect to meet as citizens.

Topics for the discussions, of course, come from *Army Talk*, which also outlines points of disagreement, furnishes brief information on various phases of the subject and indicates sources of other material. It also gives the discussion leader questions and suggestions to help him keep the talk lively and open-minded.

Despite advance arrangements and the assigned topic, the Navy's desire is to maintain an informal, democratic atmosphere. The leader does not function as a lecturer, imposing his opinions on the group, but as a guide and referee whose chief concern is to see that every man gets his chance to air his hopes, prejudices, dreams and apprehensions.

Subject matter in each issue of *Army Talk* is thoroughly reviewed, cleared by Army and Navy intelligence and public information as well as any other interested Government branch. It is checked for factual accuracy and care is taken to eliminate bias. Recent topics have been:

"What is the Price of Freedom?"

"How Well Educated Are You?"

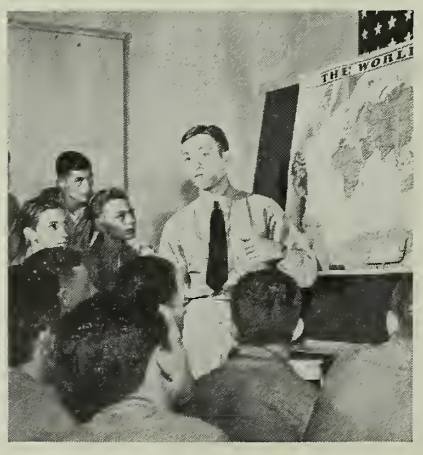
"How Dependent Are We on International Trade?"

A series of discussion sessions on Duties of a Citizen in a Democracy included Prejudice — Roadblock to Progress, What We Have Learned Overseas about America and Will There Be Jobs?

Distribution of *Army Talk* is not new to the Navy. For nearly three years it has been mailed weekly to 500 full-time Educational Services Officers on ships and stations all over the world. Having proved its worth in morale and enlightened attitudes, *Army Talk* is to become a regular peacetime fixture of the Navy. Last November two issues, with explanatory letter, went to the skippers of all but the smallest ships. Additional mailings were made later.

BuPers also has sent to 2,000 addressees a questionaire. From replies to this broadside a reorganized mailing list will be prepared about 1 April, eliminating those activities with no need for the material and adding others. Any ship or station, regardless of size, may requisition *Army Talk*, helpful books, pamphlets, maps and charts from BuPers. Related movies may be requisitioned from the nearest Training Aids activity.

If BuPers can arrange it, the sailor of the future will not have to get his information at the scuttlebutt and his opinions in the chow line.



THE WORLD and all its peoples provide subject for discussion in a new Navy program based on 'Army Talk.'

troit, Mich.: Aerial operations, WesPac, 2 Mar to 28 May 1945.

★ McReynolds, John G., Lt. Comdr., usnr, Birmingham, Ala.: Pilot and flight leader, BomRon 4, uss *Essex*, Central and Northern Philippines, 11 and 13 Nov 1944.

★ Murphy, John W., Lt., usnr, Anoka, Minn.: Fighter pilot, Composite Squadron 3, uss *Kalinin Bay*, Philippine Islands, 25 Oct 1944.

★ Naff, George, Lt. (jg), usnr, Highland Park, Mich.: Fighter pilot, FitRon 18, uss *Intrepid*, Formosa, 14 Oct 1944.

★ Nall, Royce L., Lt., usnr, Pomona, Calif.: Fighter pilot, FitRon 15, uss *Essex*, Central Philippines, 13 Sept 1944.

★ Nida, Henry, Lt. (jg), usnr, Detroit, Mich.: Aerial operations, WesPac, 3 Jan to 7 Apr 1945.

★ Noble, Claire E., Lt. (jg), usnr, Royal Oak, Mich.: Fighter pilot, FitRon 82, uss *Bennington*, Tokyo Bay area, 16 Feb 1945.

★ Olson, Robert E., Lt., usnr, Denver, Colo.: Pilot of torpedo bomber, TorpRon 18, uss *Intrepid*, Philippine areas, 21 Sept 1944.

★ Osterhoudt, Raymond S., Lt. Comdr., usn, Buffalo, N. Y.: Pilot, TorpRon 3, uss *Yorktown*, Formosa, 3 Jan 1945.

★ Porter, Raymond H., Lt. (jg), usnr, Rochester, N. Y.: Aerial operations, WesPac area, 29 Mar to 28 May 1945.

★ Radford, Jack F., Lt., usnr, Taft, Calif.: Fighter pilot, FitRon 4, uss *Essex*, Tokyo area, 16 Feb 1945.

★ Rand, Frank F., Jr., Ens., usnr, Flint, Mich.: Aerial operations, WesPac, 7 Mar to 13 June 1945.

★ Rankin, John W., Lt., usnr, Charlottesville, Va.: Aerial operations, Pacific areas, 24 Mar to 30 Apr 1945.

★ Richards, Langton, Lt. (jg), usnr, San Francisco, Calif.: Torpedo plane pilot, TorpRon 2, uss *Hornet*, Philippine Sea, 20 June 1944.

★ Russell, Charles E., Lt. Comdr., usnr, Houston, Tex.: Division leader, FitRon 14, uss *Wasp*, first battle of Philippine Sea, 20 June 1944.

★ Scott, David A., Lt. Comdr., usnr, New York, N. Y.: Fighter pilot, FitRon 33, Solomon Islands-New Britain area, from 28 Aug 1944.

★ Shelley, James W., Lt. Comdr., usnr, Aynor, S. C.: Pilot and section leader, TorpRon 9, uss *Essex*, Rabaul, New Britain, 11 Nov 1943.

★ Silzer, Richard F., Lt. (jg), usnr, Chicago, Ill.: Co-pilot of Liberator off Okinawa, 12 Mar 1945.

★ Stovall, Michael Corbett, Lt. Comdr., usnr, Wilmington, N. C.: Aerial operations, WesPac area, 29 Apr to 30 July 1945.

★ Terry, William E., Lt., usnr, Jackson, Tenn.: Section leader and pilot, FitRon 14, uss *Wasp*, first battle of Philippine Sea, 20 June 1944.

★ Thompson, George G., Lt., usnr, New York, N. Y.: Fighter pilot, FitRon 88, uss *Yorktown*, Honshu Island, 24 July, 1945.

★ Trexler, Burton R., Lt. Comdr., usnr, Brooklyn, N. Y.: Pilot and division leader, TorpRon 4, uss *Essex*, French Indochina area, 12 Jan 1945.

★ Tysdal, Harold H., Lt. (jg), usnr, Buffalo, Minn.: Pilot of a torpedo plane, Composite Squadron 20, uss *Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ Upham, Frank K., Comdr., usn, Santa Monica, Calif.: Fighter pilot, FitRon 81, uss *Wasp*, Southern China, 16 Jan 1945.

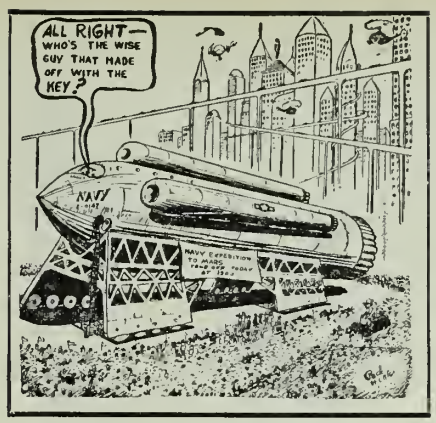
★ Vroman, Donald W., Lt., usnr, Lapeer, Mich.: Aerial operations in the Philippine Islands area, 1 Jan to 6 Apr 1945.

★ Wade, Laurence J., Jr., Lt. (jg), usnr, Chicago, Ill.: Aerial operations, Pacific Ocean area, 30 Mar to 4 Aug 1945.

★ Wall, Charles G., Lt., usn, McComb, Miss.: Fighter pilot, FitRon 3, uss *Yorktown*, China Coast, 15 Jan 1945.

★ West, Robert G., Lt., usnr, Newport News, Va.: Pilot and section leader, FitRon 14, uss *Wasp*, first battle of Philippine Sea, 20 June 1944.

★ Westmoreland, William J., Lt. (jg), usn, Los Angeles, Calif.: Aerial operations, WesPac, 3 Jan to 5 Apr 1945.



Air News, NAS, Jacksonville, Fla.

★ Wiley, Thomas R., Lt., usnr, College Point, N. Y.: Navigator of patrol plane, PatBomRon 102, Kyushu, 6 Apr 1945.

★ Williams, John G., Lt. Comdr., usnr, Providence, R. I.: Pilot and division leader, TorpRon 18, uss *Intrepid*, Philippine Islands area, 21 Sept 1944.

★ Williams, Wesley R., Lt. (jg), usn, Rochester, N. H.: Fighter pilot, Night FitRon 90, uss *Enterprise*, Kyushu, 18 Mar 1945.

★ Willis, David H., Lt. (jg), usnr, San Francisco, Calif.: Aerial operations, WesPac, 6 Jan to 6 Apr 1945.

NAVY AND MARINE CORPS MEDAL

First Award:

★ Asper, William L., Lt. (then Lt. (jg)), usnr, Fort Worth, Tex.: Rescue and evacuation of wounded personnel during sinking of uss *Tide*, 7 June 1944.

★ Boylan, Bernard R., Lt., usnr, Boston, Mass.: During rescue operations in Finschhafen Harbor, 23 Aug 1944.

★ Brown, Milton H., Lt. (then Lt. (jg)), usnr, Pensacola, Fla.: Patrol plane pilot engaged in rescue operations, Midway Islands Area, 1 to 16 June 1944.

★ Burkett, Raymond M., Lt. (jg) (then Ens.), usnr, Andale, Kans.: Saving plane from burning, Central Pacific, 19 Aug 1944.

★ Byrd, John E., MM3, usnr, Arnold, Md.: Rescuing pilot, Australian plane, Momoto Airstrip, SoPac, 24 Mar 1944.

★ Cahill, Charles L., ARM3, usn, Boston, Mass.: Saving eight lives, Washington National Airport, 19 Aug 1946.

★ Chacey, Donald V., Lt. Comdr., usn, San Diego, Calif.: Assistance in control of fire, uss *Chenango*, Okinawa, 9 April 1945.

★ Cline, John F., Lt. (jg) (then Ens.), usnr, Powell, Wyo.: Rescuing man washed overboard, uss *Bang*, Pacific, 23 Aug 1944.

★ Hadley, Robert B., Lt. (jg), usnr, Cuyahoga Falls, Ohio: Radar operator and navigator of torpedo bomber plane in Night TorpRon 90, attached to uss *Enterprise*. Bonin Islands vicinity, 26 Feb 1945, rescued pilot and crewman when forced down at sea.

★ Hall, Crowell C., III, Lt. Comdr., usnr, New York, N. Y.: Tactical command of MTB 121 and 353, north coast of New Britain Island, 21 Mar 1944.

★ Hardy, Irad B., Lt. Comdr. (then Lt.), usnr, Waltham, Mass.: Rescuing 40 Marines, Kwajalein Atoll, Marshall Islands, 31 Jan 1944.

★ Jenkins, James W., Lt. Comdr., usnr, Savannah, Ga.: Rescue of three men at Wakanoura Wan, Japan, 10 Oct 1945.

★ Loveland, Kenneth, Comdr., usn, Seattle, Wash.: CO, uss *Hobson*, Marseilles, France, 2 Oct 1944, in rescue operations of uss *Johns Hopkins*.

★ McClung, Norvel M., Lt., usnr, Webster Springs, W. Va.: Rescue and evacuation of wounded personnel during sinking of uss *Tide*, 7 June 1944.

★ McGillicuddy, Terry T., Lt. Comdr. (then Lt.), usn, Brooklyn, N. Y.: Extinguished fires and prevented possible major explosion, POA, 11 Feb 1944.

★ McGuire, Hudson L., Lt. (then Lt. (jg)), usnr, New York, N. Y.: Service on uss *LST 348*, when sunk, De Zammone, Italy, 20 Feb 1944.

★ Morrow, Melvin J., Lt. Comdr. (then Lt.), usnr, Baltimore, Md.: On uss *Charles R. Greer*, when a serious fire broke out on that vessel, 29 Mar 1944.

★ Moser, Elwood J., RM1, usn, Easton, Pa.: Saving eight lives, Washington National Airport, 19 Aug 1946.

★ Nesbit, John P., Lt. (jg) (then Ens.), usnr, Baton Rouge, La.: Contributed to saving the lives of eight crew members of his patrol plane, Ellice Islands, 5 Sept 1944.

★ Reinertsen, Bernhard R., Comdr., usnr, Alhambra, Calif.: MO, MCAS, Oahu, Hawaii, 21 May 1944.

★ Roseman, Joseph A., Jr., Lt. Comdr. (then Lt.), usn, Norfolk, Va.: Rescued two men near Oahu, Hawaii, 14 Nov 1944.

★ Ruben, Herbert E., Lt. (then Lt. (jg)), usnr, Chicago, Ill.: Service on uss *Zuni*, salvage operations in the Pacific, 7 Mar 1945.

★ Schroeder, Martin H., Lt. (then Lt. (jg)), usn, Long Beach, Calif.: Contributed to capture of German submarine U-505 off Cape Blanco, French West Africa, 4 June 1944.

★ Secrest, Richard B., Lt. (jg) (then Ens.), usnr, Galion, Ohio: Heroic conduct while attached to MTBs 121 and 353, north coast, New Britain Island, 21 Mar 1944.

★ Shay, Richard M., Lt. (jg) (then Ens.), usnr, Denver, Colo.: Rescued crewman and secured life raft for other survivors of sinking aircraft, SouWesPac, 26 Oct 1944.

★ Smith, Gardner, Lt. Comdr. (then Lt.), usnr, Cazenovia, N. Y.: Assisted wounded man in clearing sinking ship, 24 Oct 1943.

★ Sparrow, John P., Lt. Comdr., usnr, Belmont, Mass.: Service on uss *Charles R. Greer*, when serious fire broke out, 29 Mar 1944.

★ Starcevich, Matthew P., Lt. (then Lt. (jg)), usnr, Mystic, Iowa: Rescue operations at NAAS, Los Alamitos, Calif., 25 Mar 1944.

★ Trilling, Murray, Lt. Comdr. (then Lt.), usnr, Elmhurst, N. Y.: Provost Marshall, Navy Receiving Station 167, 24-25 Dec 1944.

★ Turk, George T., BM, usnr, St. Louis, Mo.: Assistance in control of fire, uss *Chenango*, Okinawa, 9 Apr 1945.

★ Warner, William N., Lt. (jg) (then Ens.), usnr, Oakland, Calif.: Rescue operations of 48 men from uss *Twiggs*, off southern Okinawa Jima, 16 June 1945.



Hoist, NavTraCen, San Diego

★ DECORATIONS

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ FRAZEE, Murray B., Jr., Lt. Comdr., USN, Gettysburg, Pa.: During war patrol of USS *Tang*, 8 June to 14 July 1944.

★ HOLLINS, Harry B., Lt. Comdr., USNR, New York, N. Y.: Invasion of Marshall, Marianas and Philippine Islands.

★ MONTZ, Kermit W., Lt., USNR, Palmerton, Pa.: Netherlands East Indies, CO, PT boat.

★ PENTLAND, George H., Lt. (jg), USNR, Dallas, Tex.: 7th war patrol of USS *Gudgeon*, 13 Mar to 6 Apr 1943.

First award:

★ ATKINSON, Arthur K., Lt., USNR, Glen Cove, N. Y.: CO, PT boat SoWesPac. August 1943 to July 1944.

★ AYCOCK, Clifton G., Lt. Comdr., USN, Franklin, La.: OinC of reef medical party, invasion of Guam, Marianas Islands.

★ BABYAK, Joseph H., Lt., USN, Hasbrouck Heights, N. J.: Assistant Flag secretary, Assistant operations officer staff task force commander, invasion Southern France.

★ BALL, Horace G., Lt. (jg), USNR, Newport, Ark.: Boat wave officer, operations on Saipan, Marianas Islands, 15 June 1944.

★ BETZEL, Frederick A., Lt. Comdr., USN, Washington, D. C.: Diving officer during 4th war patrol of USS *Aspro*.

★ BLACK, Bruce L., Lt. (jg), USN, Dover, N. H.: Damage control officer, USS *Tautog*, 11th war patrol.

★ BRUUN, Finn A., Lt., USNR, Aberdeen, Wash.: Executive officer, USS *LST 472*, Solomon Islands.

★ CALVERT, James F., Lt. USN, Annapolis, Md.: Torpedo officer and computer aboard submarine in Japanese waters.

★ CHAMBERLIN, Joseph W., Lt. Comdr., USNR, Simons Island, Calif.: Fighter director officer aboard USS *Princeton*, Marianas Islands.

★ CHASE, Jay V., Comdr., USN, Oakland, Calif.: Engineering officer, USS *Oakland*, 5 Nov 1943 to 30 July 1944.

★ CLOUGH, Walter R., Lt., USNR, Cleveland, Ohio: Flag lieutenant, Staff ComBatDiv 5, 16 Feb to 14 May 1945.

★ COLEMAN, Lawrence W., Ens., USN, Los Angeles, Calif.: USS *Redfin* crew member during second war patrol, 19 Mar to 2 May 1944.

★ COLLINGWOOD, John F., Lt. Comdr., USN, Boston, Mass.: Executive officer, USS *Plunkett*, invasion of Southern France.

★ COWAN, Lonnie O., Ens., USN, Houston, Tex.: USS *Plunger*, 13 Jan to 8 March 1944.

★ CRANN, Lawrence B., Lt., USNR, Orange, N. J.: Diving officer, USS *Razorback*, 15 Nov 1944 to 5 Jan 1945.

★ CROMBO, Charles E., Jr., Capt., USN, Philadelphia, Pa.: Aide and flag secretary to CincLantFlt.

★ CRUDUP, John B., Lt. Comdr., USNR, Salisbury, N. C.: Assistant operations officer, staff of Commander, Landing Craft Flotillas, third Amphibious Force, June 1943 to May 1944.

★ CULP, Leslie E., Lt., USNR, Oakland, Cal.: CO, USS *LCS (L) 111*, Okinawa Island, April to June 1945.

★ DANA, Lawrence, Lt., USNR, Boston, Mass.: CO, USS *YMS 16*, October and November 1943.

★ DAVEY, Harry E., Jr., Lt. Comdr., USN, San Diego, Calif.: OD aboard USS *Herring*, 3rd war patrol, 6 Mar to 12 Apr 1943.

★ DIMMICK, William H., Comdr., USN, Scranton, Pa.: Gunnery officer aboard USS *Tuscaloosa*, invasion of France, 6 June 1944.

★ DREYER, Oscar F., Lt. Comdr, USN, St. Louis, Mo.: Executive officer, USS *McCall*, 7 June to 6 Aug 1944.

★ FELTER, John F., Lt. Comdr., USN, Akron, Ohio: Member, staff of CinCLantFlt from July 1941 to Nov 1944.

★ FITTS, William W., Comdr., USN, Lincoln, Neb.: CO, USS *Braine*, Marianas Islands and First Battle of Philippine Sea.

★ FOGG, Charles W., Lt., USNR, Washington, D. C.: CO, landing craft gun boat, Marshall Islands, Jan and Feb 1944.

★ FORTUNE, Donald A., Lt., USNR, Fresno, Calif.: Boat captain of MTB squadron 27, Solomons, 2 May 1944.

★ FROBERGER, Laurence G., Brooklyn, N. Y.: Civilian member of construction crew serving with naval forces during defense of Wake Island, 1941.

★ FUCHEK, Linus C., Lt. Comdr., USNR, Buckley, Wash.: Transport beach master for USS *Pierce*, Saipan, 15 to 23 June 1944.

★ GANAHL, Richard G., Capt., USN, Salt Lake City, Utah: Navigator, USS *Colorado*, 19 Nov 1944 to 12 Feb 1945.

★ GIBSON, Lyman J., Lt., USNR, Portland, Ore.: Member fire control party, USS *Balboa*, 4th war patrol, 6 Feb to 19 Mar 1944.

★ GOERING, Walter E., Comdr., USNR, West Allis, Wis.: Mine sweeping planning officer, invasion of Southern France, Aug 1944.

★ GRANT, James D., Comdr., USN, Portsmouth, N. H.: CO, USS *Greenling* during 7th war patrol, 29 July to 17 Sept 1943.

★ GROUNDS, Emmett, ChCarp., USN, Powellton, W. Va.: For skillful organization of group of inexperienced artificers into highly-efficient repair forces aboard USS *Oakland*, in action 15 Nov 1943 to 30 July 1944.

★ GUGGENHIME, Richard E., Comdr., USNR, San Francisco, Calif.: Member staff CinC-LantFlt, Oct 1943 to Nov 1944.

★ GUINAN, Timothy J., Comdr., USN, Hartford, Conn.: OinC Combat Info Center, USS *Colorado*, 19 Nov 1944 to 22 May 1945.

★ HAMLIN, James G., Lt. (jg), USNR, Philadelphia, Pa.: OD, USS *Flasher*, 3rd war patrol, 19 June to 7 Aug 1944.

★ HARDMAN, Ward F., Comdr., USN, San Francisco, Calif.: Navigator, USS *Oakland*, 15 Nov 1943 to 30 July 1944.

★ HEG, James E., Lt. Comdr., USNR, Asheboro, N. C.: Assistant torpedo data computer officer, USS *Bang*, 3rd war patrol, 27 Aug to 29 Sept 1944.

★ HOUSER, Harold A., Capt., USN, Washington, D. C.: Representative of ComSerSquad 10, 18 Aug 1944 to 1 June 1945.

★ IRVIN, William D., Capt., USN, Glenside, Pa.: CO, USS *Nautilus*, 8th war patrol, 24 Jan to 21 March 1944.

★ JONES, Richard L., Lt., USNR, Hollywood, Calif.: CO, LCG, Marshall Islands, Jan and Feb 1944.

★ KEFAUVER, Russell, Comdr., USN, Brooklyn, N. Y.: CO, USS *Tambor*, 9 April to 2 June 1944.

★ KUNHARDT, Robert M., Lt., USN, Norfolk, Va.: Torpedo data computer officer aboard USS *Sawfish*, 7th war patrol.

★ LEOS, Forrest A., Lt. Comdr., USN, San Diego, Calif.: Operations against enemy forces POA, July 1943 to Aug 1944.

★ LEVY, Louis K., Comdr., USNR, Canton, Mo.: As flight surgeon aboard USS *Princeton*, 24 Oct 1944.

★ LONG, Robert J. L., Lt., USN, Jacksonville, Fla.: Plotting officer, USS *Colorado*, POA, 19 Nov 1944 to 22 May 1945.

★ McKEE, Tommy W., WT2, USNR, Dallas, Tex.: For heroic achievement as member of USS *Marathon* clearing channels along Japanese coast of pressure mines.

★ McKNIGHT, John R., Capt., USN, San Diego, Calif.: CO, USS *Porpoise*, 4th war patrol, 30 Nov 1942 to 15 Jan 1943.

★ MORANZ, Vincent J., Comdr., USNR, Philadelphia, Pa.: CO of UDT at Okinawa Gunto, April to July 1945.

★ MONROE, Henry S., Comdr., USN, Ellsworth, Maine: CO, USS *Ronquil*, 1st war patrol, 31 July to 8 Sept 1944.

★ MULLEN, William T. J., Lt., USNR, Union, N. J.: Rescued survivors from PT boat,



North Islander, NAS San Diego

"No, I'm not outta uniform. I'm just trying out a new style of liberty blues which I designed."

HOW DID IT START?

Lucky Bag

It wos just the soilor's way of being funny, but the men who owned orticles found in the original "Lucky Bogs" were onything but lucky. A less wry wit would hove titled it, more optly, "the Unfortunotes' Bog."

In the genesis, all orticles found odrift in the living compartments were ploced in o bog colled the lucky bog. Once o month, so o norrotive of o cruise of the old USS *Columbio* re-lotes, bock in 1838, the bog wos brought to moin-most. The owners of the orticles, whose nomes op-peored on these articles, would get them back, but would receive severol loshes in the borgoin for their carelessness in leaving the geor odrift.



Todoy, the lucky bag is usually o smoll comportment or lorge locker where mos-ters-ot-orms stow orticles of clothing, bed-ding, etc., which hove been found lying oround the living comportments or bunks.

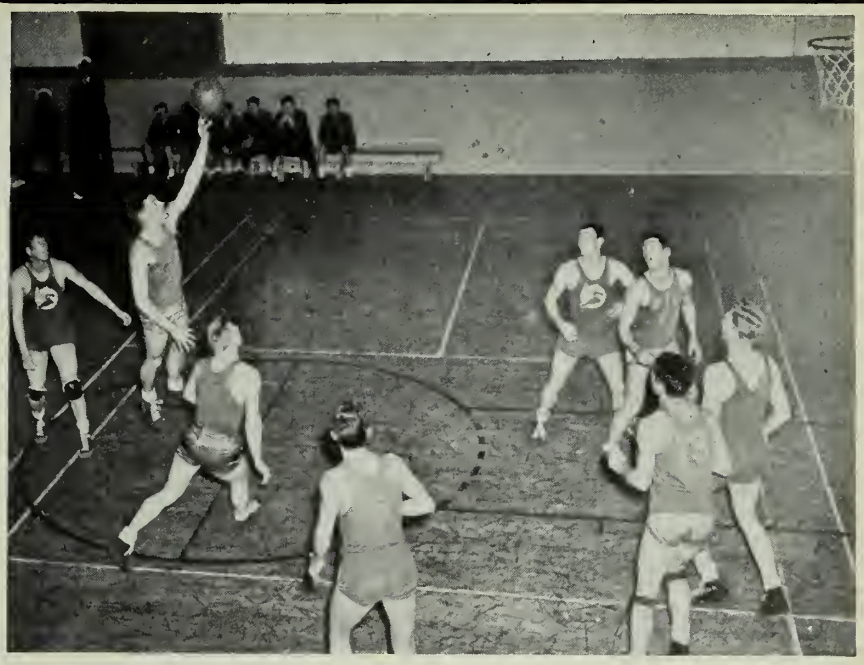
Invective Restrained

This particular skipper, despite a long Navy career that extended back to pre-World War I enlisted status, would be a distinct disappointment to those believers in the "old sea-dog" tradition. He had never been known to utter a salty oath and would not tolerate violent language in his presence.

The ship's anchor windlass was uncommonly slow and the source of much irritation to the captain. Alert observers in the wheel house often predicted that the windlass, if anything, would crack the old man's calm. They thought the time had come when, with the windlass slowly heaving 'round, the captain announced:

"I wish the man who made that windlass had . . ." His audience waited eagerly. ". . . to wait for the thing to pick up an anchor," the skipper finished.

Solomon Islands, night of 5 May 1944.
★ PAGE, Vernon C., Jr., Lt., USNR, Covington, Ky.: Plotting officer, USS *Sea Robin,* 2nd war patrol, 24 Feb to 29 April 1945.
★ PERKINS, William B., Comdr., USN, Bon Air, Va.: CO, USS *Burrfish,* 2nd war patrol, 14 April to 4 June 1944.
★ PFINGSTAG, Herbert J., Capt., USN, San Mateo, Calif.: Hull superintendent, production division, industrial department, Navy Yard, Pearl Harbor, T. H.
★ PHILLIPS, Keith R., Lt. Comdr., USNR, Los Angeles, Calif. (posthumously): OD, USS *Harder,* 1st war patrol.
★ PIE, John A., Lt., USNR, Newark, Del.: CO, LCG, Marshall Islands during January and February 1944.
★ POST, Charles K., Lt. Comdr., USNR, Long Island, N. Y.: CO, USS *Siren,* 15 Dec 1942 to 4 Oct 1943.
★ PYE, John B., Lt. Comdr., USN, Coronado, Calif. (posthumously): Torpedo computer officer, USS *Swordfish,* 30 May to 28 June 1944.
★ QUIRK, Martin A., Comdr., USNR, Miami Beach, Fla.: Medical officer, 4th Fleet and South Atlantic force.
★ RICHARDS, William G., Lt., USNR, Salt Lake City, Utah: Communications officer, USS *Thresher,* 13th war patrol, 14 June to 27 July 1944.
★ RIGLER, Frank V., Comdr., USN, Lexington, Va.: Communications officer in invasion of Southern France, August 1944.
★ ROSS, Phillip H., Capt., USN, Annapolis, Md.: CO, USS *Halibut,* 5th war patrol, 10 June to 28 Aug 1943.
★ RUBLE, Harold E., Comdr., USN, Albert Lea, Minn.: CO, USS *Piranha,* 1st war patrol, 14 June to 8 Aug 1944.
★ SCHLOSS, Harold W., Lt., USN, Brooklyn, N. Y.: CO, LCG, Marshall Islands, January and February 1944.
★ SHEEDY, Michael M., Jr., Lt., USNR, Buffalo, N. Y.: Gunnery officer of a DE which destroyed a submarine on 15 June 1944.
★ ST. JOHN-GILBERT, Oswald M., Lt. (jg), USNR, Los Angeles, Calif.: Boat wave officer during landing on Saipan, 15 June 1944.
★ STRETCH, Jesse J., Lt., USN, San Pedro, Calif.: Assistant Flag secretary, Staff ComSoLant, 5 Jan 1943 to 10 Nov 1944.
★ STUDDERT, William W., Capt., USNR, New Bern, N. C.: CO, 18th CB, SouWesPac, 25 March to 24 May 1944.
★ SYNAN, James, Lt., USNR, San Francisco, Calif.: CO, support landing craft during invasion of Okinawa, April to June 1945.
★ TAYLOR, Jerry H., Jr., Comdr., USN, Decatur, Ga.: Supply officer, USS *Tuscaloosa,* invasion of Southern France, 6 June 1944.
★ UPTEGROVE, William E, Lt., USNR, Maplewood, N. J.: Gunnery officer, invasion of France, USS *Fitch,* 6 June 1944.
★ WAKELIN, Edmund F., Lt. (jg), USNR, Holyoke, Mass.: CO, PT 134, Nightingale Bay, New Guinea, 7 May 1944.
★ WATERMAN, John R., Capt., USN, Haddonfield, N. J.: CO, USS *Barb,* 7th war patrol, 2 March to 25 April 1944.
★ WEST, Walter B., Comdr., USN, Fort Worth, Tex.: Medical officer South Atlantic forces from April 1943 to Nov 1944.
★ WESTLUND, Kenneth A., Lt., USNR, Coronado, Calif.: Communications officer, staff 3rd Amphib Group, Dec 1943 to Aug 1945.
★ WHITE, Charles R., Jr., Lt., USNR, Newport, R. I.: Division leader of PT squadron 27, night of 3 May 1944.
★ WICKENS, Justice L., Comdr., USN, Greensburg, Ind.: Navigator, USS *Colorado,* Ryukyu Islands, 21 March to 22 May 1945.
★ WILSON, Edward W., Comdr., USNR, Pittsburgh, Pa.: Commander of Red Assault Group, landing on Cherbourg Peninsula. France, 6 June 1944.
★ WINTERHALER, Emile R., Capt., USN, Santa Monica, Calif.: Meritorious service during invasion of France, Aug 1944.
★ WOOD, William B., Lt. Comdr., USN, St. Petersburg, Fla.: Plotting officer, USS *Tambor,* 5 Jan to 5 March 1944.
★ WOODLAND, Louis A., Comdr., USNR, Auburndale, Mass.: Navigator and executive officer, USS *Monrovia,* March 1944 to Sept 1945.



NAVAL TRAINING Center men take on Marine airmen from El Toro, Calif., in Fifth Street Gym, San Diego, where seven basketball leagues are in action.

NAVY FIELD IS SPORTS CAPITAL

When the fleet's in at San Diego, seafaring men find a "million-dollar" sports and recreation park awaiting them just a step from the Fifth St. landing: Navy Field.

It didn't really cost that much, not in terms of dollars, anyway. But it does represent about a million dollars' worth of cooperation between the hospitable City of San Diego, the federal CWA and SERA of depression days, and the Navy, whose working parties made much of the project possible.

Sports and recreation facilities at Navy Field can accommodate thousands of players and spectators every day. Two complete gymnasiums, three baseball diamonds, eight softball diamonds, eight concrete tennis courts, a football field and a touch football field, swimming pool, gear locker and locker rooms, not to mention the grandstands, can handle a pretty large share of the fleet without overcrowding. In addition there's the Picnic Arbor, for 1,000; the Tropical Gardens, a night clubbish affair for 700, and the Trophy Room for intimate parties of 200 and less. There's a ship's service, too, and a recreation room for the snooker sharks.

Navy Field is as much an institution of San Diego as it is of the Navy. In the '20s and early '30s, San Diego extended carte blanche to Navy men, urged them to make themselves at home in the Harbor Recreational Area and Ball Park, a tract of land at the foot of Broadway between the Santa Fe tracks and Harbor Drive. That was in the days before Pacific Coast League baseball came to San Diego and the area which has since become known as Lane Field was termed "Navy Field," and leases and other rental arrangements between the city and professional promotors always contained clauses to guarantee that Navy men would have free use of the facilities except when they were used for scheduled games or programs.

In 1933 a San Diego Chamber of Commerce group, the San Diegans, sparked a drive which wound up with the San Diego Harbor Board, CWA and SERA clearing and leveling 22 acres of reclaimed land that later became Navy Field. The San Diego Union reported on 27 Aug 1935:

"Complete and ready for use, the new recreational field at the foot of 5th Ave. was formally turned over to the Navy at impressive ceremonies yesterday when Admiral Joseph M. Reeves, Commander-in-Chief, dedicated San Diego's donation to the fleet. And then, just to make the affair official, the USS *Dobbin,* present all-Navy champion, defeated the San Diego All-Stars 2-1, in a spectacular game featuring the afternoon's program."

Later improvements enlarged the field to 27.84 acres and added a host of facilities. Labor for much of this project was provided by working parties from Commander Destroyers, Battle Force.

The Fleet plays baseball 52 weeks a year at Navy Field, but seasonal emphasis is seen in other sports. Right now, basketball is in the spotlight, with, in addition to novice play, some 630 men of 42 teams playing in seven leagues.

San Diego enjoys Navy Field, too. The local citizenry forms in stand-up crowds whenever the Navy men put on a championship match.

THE BULLETIN BOARD

COs Directed to Speed Enlisted Men's Requests For Family Allowance

Marine COs were directed to permit enlisted men to apply for family allowance and to forward applications immediately to Headquarters USMC, Almar 16-47 announced.

Failure or refusal of COs to permit enlisted men to apply for family allowance in accordance with paragraphs 2(b) and 6(b) MarCorps Ltr. of Inst. 931, and failure to forward applications to Director of Personnel, MarCorps (Casualty Division), have resulted in delay of family allowance payments and hardships to dependents.

Directives to permit any enlisted man to apply for family allowance benefits are also applicable to naval commands, BuPers pointed out. Naval directive on the subject is Alnav 431-46 (NDB, 15 Aug 1946), and BuPers is the agency which is required to take action on such applications, and to which they should be addressed.

Investigations and requests for documentary evidence to support family allowance applications, when necessary, will be made by Director of Personnel, MarCorps, or Director of Dependents Welfare, BuPers, as appropriate.

Special Ceremonies Mark Submarine Day 11 April

Submarine Anniversary, 11 April, this year will mark the 47th anniversary of the commissioning of uss *Holland*, first submarine in the U.S. naval service. It is planned that observance of this anniversary will become an annual event.

The day will be marked by special ceremonies across the nation. Naval leaders will speak at public gatherings in all naval districts, and in many districts the public will be able to visit submarines tied up at local piers. Press releases were being prepared to tell previously unrevealed stories of the U.S. submarine war in the Pacific.

Regular NATS Flights Open to Dependents

Authority to transport dependents by means of NATS, given in Alnav 582-46 (NDB, 15 November), applies only to regularly scheduled flights.

This clarification of the earlier directive was announced in Alnav 50-47 (NDB, 15 February), which stated that requests for travel of dependents by any other naval aircraft shall be referred to SecNav.

Electronics Training Offers Chance for Good Rate; Shortage Critical

ETM and AETM training remains a wide-open chance for a skyrocket career in the Navy. Critical shortages in these ratings brought announcement in Alnav 37-47 (NDB, 15 February) that requests for assignment to ETM and AETM are urgently desired from regular Navy personnel.

Provisions for rapid advancement in rating during training were outlined in BuPers Circ. Ltrs. 5-47 (NDB, 15 January) and 18-47 (NDB, 31 January) (also see ALL HANDS, March 1947, p. 56).

The qualifications are:

- Two and one-half years' obligated service from date of entry into school.
- Minimum scores in General Classification, Arithmetical Reasoning and Mechanical Knowledge Tests not less than 55.

Not eligible are personnel previously graduated from or released as inapt, from radio materiel training. Also not eligible are CPOs in all ratings and men in the following ratings: FC, AERM, PHOM, PR, SK, Y, PRTR, PRTRL, PRTRM, and specialist and special artificer ratings.

However, if COs consider any men in the excluded ratings as especially qualified for electronics technician training, special recommendation may be submitted to BuPers.

Requests from personnel attached to shore activities must be forwarded to BuPers; requests from fleet personnel must be forwarded to ComServ Pac or ComServLantSuborComd. Requests from hospital corpsmen must be forwarded to BuPers via BuMed.

Qualifications for ETM and AETM training stated in Alnav 290-46 (NDB, 15 June 1946) have been cancelled.

OQ Jackets Should Be Sent to ND Commandants

BuPers has reminded Naval Reserve officers, who have been released to inactive duty, that they should forward their Officer's Qualification Jacket (NavPers 305), and included forms, to their naval district commandant. The records are given into custody of each officer at time of separation.

The records are required by district commandants, who are charged with maintaining a record of each Reserve officer in the district, whether such officer is or is not affiliated with a Volunteer or Organized Reserve unit. Records will be made available to individual officers upon application to the commandant holding the records, but must be returned to the commandant when no longer required.

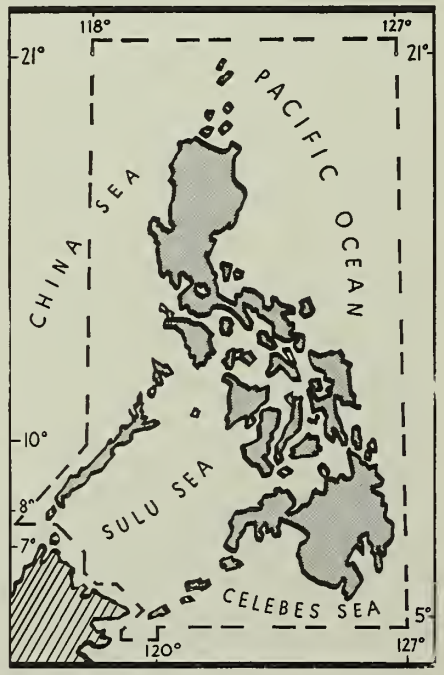
Philippine Independence Ribbon Area

BuPers has issued a clarification of the boundaries of the area in which service personnel must have served to be eligible for the Philippine Independence Ribbon.

Award of the ribbon was announced in Alnav 641-46 (NDB, 31 December) (see ALL HANDS, January 1947, p. 53). It may be worn by service personnel who were on active duty in "Philippine territory or territorial waters" on 4 July 1946, the date of Philippine independence. The ribbon takes precedence next after the Philippine Liberation Ribbon.

BuPers Circ. Ltr. 32-47 (NDB, 28 February) announced that—for purposes of determining eligibility for the award, "Philippine territory or territorial waters" shall be construed to mean the Philippine Archipelago (except Palmas Island). Page 2 of the U. S. Coast and Geodetic publication, "Coast Pilot, Philippine Islands—Part 1, Luzon, Mindoro and Visayas," states the boundaries of the archipelago.

The accompanying map shows the boundaries referred to, and, where necessary, degrees of latitude and longitude have been added for clarity.



Map by All Hands artist shows area.

Rates of Subsistence Increased for Men Traveling on Orders

Rates of subsistence for enlisted men while traveling on duty were revised by Alnav 48-47 (NDB, 15 February), effective midnight 14 February. The new rates provide:

- $1 per meal when travel is performed at personal expense subject to reimbursement at the rate of three cents per mile.
- $1.25 per meal when cash is advanced on orders involving travel by rail or steamer requiring meals to be taken in dining car or in dining room on boat.
- $1 per meal when cash is advanced on orders involving travel by any means, but when procurement of meals in dining car or aboard boat is not required or anticipated.
- Not to exceed $1.25 per meal required to be taken in dining car or on boat, or not to exceed $1 per meal taken elsewhere, when such meals are taken on Navy or Marine Corps meal tickets or emergency receipts.

Alnav 48 cancelled Alnav 606-46 (NDB, 30 Nov 1946), subject of which was meal tickets.

Issuing officers were directed to change numerical figures appearing on meal tickets from 75 cents and $1, the old figures, to $1 and $1.25, the new rates.

'CAREFUL USE OF EVERY DOLLAR'

A message of greatest importance to the naval service was stated in Alnav 56-47 (NDB, 28 February). It is here quoted in full:

"The economic, business and governmental task which the United States government faces in the years immediately ahead is one of enormous proportions.

"Our national debt exceeds $260,000,000,000. Interest charges of 5 billion dollars on this debt are a fixed expenditure. So, too, are 7 billion dollars for the care and benefit of veterans. Eleven-and-a-half billion dollars for the Army and the Navy plus the expenses of running the rest of the government bring the expenditure total to 37 billion dollars. This is the basis of the budget the President submitted to Congress.

"The raising of funds to support such a budget and to provide for some reduction in the national debt is a great burden. All officers and employes of the federal government must cooperate with the President and with Congress in reducing expenditures to a minimum. The Navy knows that no enemy forces could ever deal the Navy a more serious blow than would result from domestic fiscal and economic instability. The Navy must help to forestall such instability by providing itself the most efficient and economically operating organization in America.

"No question is pending in the Congress as to the actual need for strong and capable military naval establishments to insure our national security. Differences of opinion have arisen as to the degree to which our military and naval appropriations can safely be reduced. This constitutes no valid ground for criticism of the efforts of members of Congress to achieve their broad economy objectives. Only by proving to Congress that we are making every possible effort to spend appropriated funds wisely and carefully can we obtain our minimum requirements.

"The entire naval establishment—officers, enlisted men and civilian personnel—must accept the responsibility of making every effort to eliminate all unnecessary spending and to achieve administrative efficiency in dealing with the appropriated funds. All hands should bear in mind that examples of waste, carelessness, or inefficient use of public monies do great damage to the interest of the Navy as a whole. Even a single case of negligence can be used as a powerful argument against the validity of our entire schedule of requests from Congress.

"We can best insure obtaining the funds we need for a strong and vigorous Navy by demonstrating our ability to make wise and careful use of every dollar that is entrusted to us."

CEC Ensign Appointments Open to Naval Personnel; Qualifications Outlined

Naval personnel may apply for appointment to the rank of ensign, USN, in the CEC under the same quota established by BuPers Circ. Ltr. 247-46 (NDB, 31 October), which authorized appointments of assistant civil engineers with rank of lieutenant(jg), (see ALL HANDS, December 1946, p. 53).

The qualifications for appointment as ensign are the same as for lieutenant(jg) with the following exceptions:

- Professional or related military experience is not required. However, a candidate must be a graduate of an accredited college or university with a scientific degree in engineering.
- Age limits for applicants: not less than 21 nor more than 26 on 1 July of the year in which appointed. Enlisted personnel who, immediately prior to appointment, have served continuously in the regular Navy for not less than four years, are eligible to apply if they are not more than 32 years and 4 months old on date applications are forwarded. Warrant officers may apply if they are less than 32 and have served three years as warrant officers by 30 June of the year in which appointment is made.

In addition to the application papers and documents required, the candidate will submit in his own handwriting a 500-word autobiography stating education, employment and other pertinent facts.

An appraisal of the candidate's character and professional fitness for the appointment will be made by a CEC officer who will interview candidates who are considered qualified for the appointment by their COs.

No professional examination is required. Application papers of candidates whose appointments are satisfactory to BuPers will be delivered to the CEC Naval Examining Board for consideration.

Surplus BuPers Manuals, Navy Regulations Needed

Commands have been requested to forward surplus copies of BuPers Manual and Navy Regs—regardless of condition—to the appropriate East or West Coast distribution center for reissue.

BuPers Circ. Ltr. 34-47 (NDB, 28 February) said that the supply of new copies of BuPers Manual is completely exhausted, and that the supply of Navy Regs available for distribution is running low. Until revised issues are printed, strict economy will be required.

Addresses for the Navy Publication Distribution Centers are: Cheatham Annex, NSD, Williamsburg, Va., and Foot of 34th St., Oakland 4, Calif.

Membership in Reserves Growing 25,000 a Month; Total More Than 600,000

First statistics released by the Naval Reserve since the end of the war showed more than 604,000 officers and men as members as of 1 February, with membership growing at the rate of more than 25,000 monthly during the early months of this year.

More than 12,000 officers and 39,000 men are taking part in the Reserve in a drill pay status. They receive a full day's pay of their rank or rating for each drill attended. Training drills are being conducted by more than 625 Organized Reserve surface and submarine divisions in cities all over the country. Aviation training is offered by 22 Naval Air Reserve training units.

Regular meetings are being held by 119 electronics warfare companies and various other special Reserve components — including CEC, stevedore, Medical and Supply Corps and ordnance—are holding regular training sessions.

Veterans of any of the armed services, and non-veterans in age group 17-18½ and 30-40, are eligible to apply, and enrollment may be made at any Navy recruiting activity or traveling recruiting unit, or at time of separation.

U.S. and Canada to Retain Joint Defense for Security

The United States and Canada will continue, as in wartime, to coordinate their national defense establishments. This was revealed in an announcement in Washington and Ottawa.

Briefly, the agreement provides for:

- Interchange of selected personnel to increase understanding of each country's defense measures.
- Exchange of observers for exercises and development of material of common interest.
- Gradual mutual standardization of the two countries' armed services.
- Reciprocal availability of defense facilities.

Text of the Canadian-U. S. announcement follows (not to be used for official purposes):

"Announcement was made in Ottawa and Washington of the results of discussions which have taken place in the Permanent Joint Board on Defense on the extent to which the armed forces of the two countries should be maintained in this post-war period.

"In the interest of efficiency and economy, each Government has decided that its national defense establishment shall, to the extent authorized by law, continue to collaborate for peacetime joint security purposes. The collaboration will necessarily be limited and will be based on the following principles:

"(1) Interchange of selected individuals so as to increase the familiarity of each country's defense establishment with that of the other country.

"(2) General cooperation and exchange of observers in connection with exercises and with the development and tests of material of common interest.

"(3) Encouragement of common designs and standards in arms, equipment, organization, methods of training and new developments. As certain United Kingdom standards have long been in use in Canada, no radical change is contemplated or practicable and the application of this principle will be gradual.

"(4) Mutual and reciprocal availability of military, naval and air facilities in each country; this principle to be applied as may be agreed in specific instances. Reciprocally each country will continue to provide with a minimum of formality for the transit through its territory and its territorial waters of military aircraft and public vessels of the other country.

"(5) As an underlying principle all cooperative arrangements will be without impairment of the control of either country over all activities in its territory.

"While in this, as in many other matters of mutual concern, there is an identity of view and interest between the two countries, the decision of each has been taken independently in continuation of the practice developed since the establishment of the Joint Defense Board in 1940.

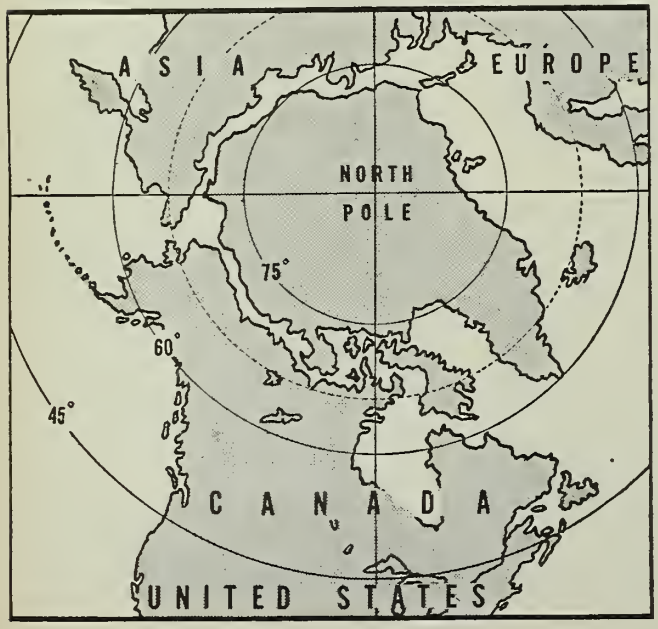
"No treaty, executive agreement or contractual obligation has been entered into. Each country will determine the extent of its practical collaboration in respect of each and all of the foregoing principles. Either country may at any time discontinue collaboration on any or all of them. Neither country will take any action inconsistent with the Charter of the United Nations. The Charter remains the cornerstone of the foreign policy of each.

"An important element in the decision of each Government to authorize continued collaboration was the conviction on the part of each that in this way their obligations under the Charter of the United Nations for the maintenance of international peace and security could be fulfilled more effectively.

"Both Governments believe that this decision is a contribution to the stability of the world and to the establishment through the United Nations of an effective system of world-wide security. With this in mind, each Government has sent a copy of this statement to the Secretary General of the United Nations for circulation to members.

"In August, 1940, when the creation of the board was jointly announced by the late President Roosevelt and Prime Minister (W. L. Mackenzie) King, it was stated that the board 'shall commence immediate studies relating to sea, land and air problems, including personnel and material. It will consider in the broad sense the defense of the north half of the Western Hemisphere.'

"In discharging this continuing responsibility the board's work led to the building up of a pattern of close defense cooperation. The principles announced today are in continuance of this cooperation. It has been the task of the Governments to assure that the close security relationship between Canada and the United States in North America will in no way impair, but on the contrary will strengthen, the cooperation of each country within the broader framework of the United Nations."



NORTH POLE area is brought to the fore of world interest by a joint defense agreement between the United States and Canada. The two nations have agreed to provide joint security through study of each other's defense plans, through the exchange of observers and standardization of arms.

Slim Funds Cut Per Diem For TD Under Instruction

To provide maximum training instruction despite a slim travel budget, and to insure uniformity in orders involving per diem, Alnav 32-47 (NDB, 15 February) provided that the following paragraph must be included in temporary additional duty and change of duty orders which specify per diem to naval and Marine Corps officers, and which involve travel and temporary duty under instruction at service schools physically located at naval or Marine Corps activities.

"Reimbursement for the travel involved will be on a basis of $7 per diem in accordance with paragraph 4153 U. S. Navy Travel Instructions. No per diem will be allowed while at 'location' unless government quarters are not available, in which case a per diem of $4 will be allowed."

This paragraph should be included only in orders involving temporary duty under instruction at service schools. Orders already issued on which travel has been started may be modified by the command issuing original orders, but such modifications are not effective until actually received by the officer concerned.

Enlisted Aviation Pilot Rating to Be Dropped; Present Holders Change

The enlisted rating of aviation pilot will be a thing of the past when the new rating structure (ALL HANDS, March 1947, p. 48) goes into effect.

The rating will be retained only as an exclusive emergency service rating and will be held only by members of the Volunteer Reserve and Fleet Reserve and retired enlisted personnel, it was announced by BuPers Circ. Ltr. 28-47 (NDB, 28 February).

Personnel in this rating who have not previously held another aviation rating, the functions of which will remain in the postwar rating structure, should be given all possible assistance immediately to prepare them for a change to another aviation rating of equal pay grade. When revised qualifications for advancement in rating under the new structure are published, the training of such personnel should be properly channeled for the particular rating in which they best qualify. It is expected that the qualifications will be issued about 1 July.

All enlisted aviation pilots shall qualify for one of the general service aviation ratings given for the new rating structure and shall be prepared to change to those ratings when the new rating structure goes into effect. Designation of these men as naval aviation pilots, their assignment to duty involving flying, and their right to wear the naval aviation pilot insignia will not be affected by such changes in rating.

COs of ships or stations having enlisted aviation pilots under their command were directed by the letter to ascertain prior to 1 July the existing aviation rating for which these personnel are considered best suited, and to submit recommendations to BuPers concerning individuals who it is felt should have special training to assist them in qualifying for change in rating.

Requirements Listed For Advancement of Enlisted Reservists

Requirements for advancement in rating of enlisted personnel of the Naval Reserve have been published in Naval Reserve Multiple Address Letter No. 6-47. The letter includes procedures for advancement of O1 and O2 personnel in drill pay status; classes V1, V2 and V3 in drill pay or non-drill pay status; class V6 (inactive); and classes V6 and V10 on active duty under orders reading, "Appropriation chargeable Naval Reserve."

Reserve enlisted personnel wishing particulars of the promotion plan may find copies of NRMAL 6-47 at any Naval Reserve ship or armory, and at the headquarters of district commandants and district directors of the Naval Reserve.

Policies Listed on Future of Enlisted Men Not Physically Qualified for Full Duty

Policies on disposition of enlisted personnel not physically qualified for full duty were stated in a BuPers-BuMed Joint Letter of 11 February (NDB, 15 February), which cancelled many previous directives on the subject.

The joint letter stated the general policy of the Navy is not to retain in postwar service men physically qualified for limited duty only, except:

- Partially disabled combat-wounded personnel who desire to remain on active duty and whose services can be utilized (see ALL HANDS, March 1946, p. 20);
- Partially disabled former prisoners-of-war whose disability was incurred while a POW, or as a result of having been a POW, who desire to remain on active duty and whose services can be utilized.

The letter directed that enlisted personnel who are considered to be not physically qualified for all the duties of their rating must go before a board of medical survey for evaluation of their physical condition, and recommendation as to disposition. If found by board of medical survey to be not physically qualified for all the duties of their rating, they normally will be recommended for discharge (unless they were combat-wounded or POWs, as mentioned above).

The following categories of enlisted men who were retained on limited duty under previous directives or specific BuPers authorization will be brought before a board of medical survey. Final action on these reports will be taken by BuPers after recommendation by BuMed:

- Partially disabled combat-wounded men and partially disabled ex-POWs (see below).
- Men whose disabilities are the result of disease incurred in combat areas, the disease being peculiar to the area (such diseases as filariasis and malaria).
- Men who are temporarily unfit to perform the duties of their rating by reason of combat or operational fatigue. (Men shall not be discharged from the service under such a diagnosis. If the individual is unfit for service, and does not require additional treatment, a diagnosis more representative of the basic disability will be established.)
- Men whose duty classification is SA, regardless of whether actually placed in a "limited duty" status.
- All others retained on limited duty under specific BuPers authority, except those retained on limited duty because of motion sickness (see below).

Combat-wounded and ex-POWs with disabilities incident to their imprisonment may be retained in the service until expiration of their voluntary terms of enlistment, or BuPers will authorize their discharge by reason of medical survey (disability) if they request it in writing. Those whose voluntary terms of enlistment have expired may apply for reenlistment, in which case consideration will be given to waiving their combat-incurred disability for purpose of *reenlistment*. Inductees or USNR men may receive like consideration for purpose of *enlistment* in USN.

Reports of medical survey forwarded shall include information as to whether the individual desires to remain in the Navy, and, if so, whether his retention in active service will be likely to result in aggravation of his disability and the type of duty he is thought capable of performing. A signed statement of the man as to the action he desires shall be forwarded with the report.

Persons retained on limited duty because of motion sickness shall be transferred to a separation activity for discharge without necessity of reappearing before a board of medical survey.

Fire Control Technician School Dates Extended

Alnav 28-47 (NDB, 31 January) has revised Alnav 558-46 (NDB, 15 October) by extending examination dates for fire control technician school.

Ships and stations are requested to inform BuPers (Attn: Pers 421) of number of examinations required when volunteer candidates become eligible. A letter of transmittal sent with the examinations will contain date and instructions for administering them. Quarterly distribution of the exams is contemplated.

Railroads, Bus Lines Cancel Furlough Rates For Service Personnel

All furlough rates for service personnel were cancelled 28 February by railroads and bus lines in the U. S., it was announced by Alnav 51-47 (NDB, 28 February). Servicemen are now required to pay full fare, including applicable transportation tax, when traveling in the U. S. at their own expense.

Tickets purchased at furlough rates prior to 1 March will be good for passage between the points and within the time limits shown on the tickets.

On 30 January, rail and bus lines operating east of the Mississippi River only announced the cancellation of furlough fares (see ALL HANDS, March 1947, p. 51).

Furlough fares for service personnel, granted voluntarily by the rail and bus lines, have been in effect since 1940.

Proposed Bill Revises System of Selective Promotion

A bill to provide a revised system of selective promotion of Navy officers of the rank of lieutenant (jg) and above, and to revise the distribution of officers among the ranks, has been submitted to the Congress. Discussed under subject headings below are some of the features of the proposed bill, and comparison of its features with existing law.

Eligibility for Selection

The proposed bill provides that officers shall be eligible for consideration by a selection board when they will have completed on 30 June of the fiscal year in which the board meets the following years of service in grade:

	Existing Law	Proposed Bill
Rear Admirals	No selection	5*
Captains	4	3
Commanders	4	5
Lieutenant Commanders	4	4
Lieutenants	4	4
Lieutenants (jg)	3	2

**Under the proposed bill, rear admirals must also have completed 35 years of service to be eligible for consideration.*

Normal Terms of Service

Existing law provides no normal term of service in grade, or total commissioned service. The proposed bill would establish the following years of service in grade and total commissioned service, applicable to officers not restricted in performance of duty, as normal terms of service in various grades:

	Service In Grade	Total Commissioned Service
Captain	5	30
Commander	7	25
Lieutenant Commander	6	18
Lieutenant	6	12
Lieutenant (jg)	3	6

Promotion Zone

Under existing law officers are considered as failing of selection when they are "passed over," that is, when a selection board, without selecting them, selects an officer junior to them. The flow of promotion and the percentage of selection in a particular year in a grade depends upon how far down the eligible list the selection board goes in making its selections. The board cannot go far down the list and select an outstanding officer without passing over all officers senior to that officer.

Under the proposed bill, SecNav would determine how far down the eligible list the board must go in making its selections, in order to maintain a flow of promotion consistent with the established normal terms of service in the grade and to best assure equality of opportunity for promotion in succeeding years. Eligible officers not previously failing of selection, down to this point on the eligible list, are deemed to be in the promotion zone. All officers senior to and including the junior officer in the promotion zone are deemed to fail of selection if not selected, regardless of how far down the list the board goes. On the other hand, no eligible officer junior to the promotion zone can be deemed to fail of selection. The board can, therefore, dip down in the list below the promotion zone to select an outstanding eligible officer for accelerated promotion, without passing over officers senior to him but junior to the promotion zone.

Involuntary Separations

The bill eliminates "fitted" and "fitted and retained" features of existing law.

• Line—The proposed bill provides that:

Lieutenants (jg) and lieutenants discharged for failure of selection are to be given lump sum payment of two months' active duty pay for each year of commissioned service, not to exceed two years' pay.

Lieutenant commanders are eligible for selection until they have failed twice or more and have completed 20 years of commissioned service. When they have completed 20 years' commissioned service and have failed twice or more of selection as best fitted, they are retired with retired pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes.

Commanders are eligible for selection until they have failed twice or more and have completed 26 years' commissioned service. When they have completed 26 years' commissioned service and have failed twice or more of selection as best fitted they are retired with retired pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes.

Captains who complete 30 years' commissioned service and who have failed twice or more of selection as best fitted, and captains not on the promotion list upon completion of 31 years' commissioned service, are retired with retired pay computed at the rate of 2½ per cent of base pay and longevity for each year of service creditable for pay purposes, not to exceed 75 per cent of active duty pay. Saving clauses are provided, however, for captains having 29 years or more of total commissioned service at time of enactment of bill to insure that they will have had two chances before a statutory board before being retired for completing 31 years' service. (Wartime panels and the 1946 board will not be counted for this purpose.)

Rear admirals are retired at age 62, or may be designated for earlier retirement by a board to create vacancies. Rear admirals twice failing of selection for continuing on active duty are retired.

• Staff Corps—The proposed bill provides that staff corps officers are treated in much the same manner as line officers. Lieutenants (jg) and lieutenants twice failing are discharged with severance pay on the same basis as line officers. Lieutenant commanders, commanders and captains, failing twice or more, are retired with 20, 26 and 30 years of total commissioned service, respectively, except that the following number of staff corps captains may be retained for 35 years' commissioned service: Supply, 22; Medical, 22; Dental, 12; CEC, 7, and Chaplains, 25. The Dental Corps and Chaplains Corps are allowed a relatively high number of captains who may be retained, because the allowance of flag officers in those corps is small.

• Additional Numbers—The proposed bill provides that EDO, AEDO and special duty officers (who are additional numbers in grade, but not actually additional to the total authorized officer-strength of the Navy) are accorded the same treatment as other line officers, except that in the grade of captain they are not deemed to have failed twice of selection until they complete 31 years' commissioned service. In addition, not more than 10 special duty officers,

Outstanding Men Would Be Commissioned Officers

A provision of the promotion bill now before Congress would, if the bill is approved, enable the Navy to commission certain outstanding enlisted men and warrant officers as limited duty officers. The bill provides that appointments to limited duty category will be restricted to enlisted men and warrant officers with a minimum of 10 years enlisted or warrant service. Their duties as commissioned officers would in general parallel those of their enlisted or warrant ratings.

Limited duty officers, the bill provides, are required to retire on completion of 30 years total service. They will compete for selection only among themselves, and will have periods of normal service in grade up to and including that of commander equal to those provided for the general line. They are eligible to transfer, at their own request if qualified, into the general line.

This provision of the promotion bill would permit the Navy to utilize, on a permanent commissioned basis, practical skill and knowledge of outstanding enlisted men and warrant officers. BuPers declared that the excellent wartime service of USN-T officers clearly demonstrated the benefits that will result to the Navy if the bill makes such a policy permanent.

5 AEDOs, and 10 EDOs, who have completed 31 years' commissioned service, may be selected or reselected each year to continue on active duty for not more than 35 years' total commissioned service.

Distribution

The proposed bill provides a fixed distribution slightly higher in the grades of lieutenant commander, commander and captain than that allowed under existing law. However, existing law makes provision for "fitted and retained" officers, which serves to increase the allowed numbers in those grades; the proposed bill eliminates the "fitted and retained" feature.

The proposed bill provides that line officers on active duty, exclusive of additional numbers, shall be distributed among the ranks in the following ing proportions:

	Existing Law	Proposed Bill
Rear Admirals*	1	.75
Captains	4	6
Commanders	8	12
Lieutenant Commanders	15	18
Lieutenants	30	24.75
Lieutenants (jg) and Ensigns	42	38.50

** Existing law provides (for purposes of the above table) 1 per cent in the grade of rear admiral; the proposed bill provides three-quarters of 1 per cent in the grade of rear admiral and above. Existing law provides a numerical limit of 70 on the number of rear admirals serving in peacetime; the proposed bill provides no numerical limit.*

It will be seen, from the above table, that the proposed bill provides a higher distribution in the grades of lieutenant commander, commander and captain. The purpose of this is to reduce forced attrition in those ranks, and to thereby make available to the Navy a greater percentage of trained and experienced officers for responsible commands, service schools faculties and to man the Reserve Fleets if necessary.

The proposed bill provides also that of the number of officers authorized in each grade below captain, not to exceed the following percentages may be officers designated for limited duty: commanders, 3.64; lieutenant commanders, 8.62; lieutenants, 7.72; lieutenants (jg) and ensigns, 6.41.

Other Provisions

The proposed bill provides for:

A new category of officer, the "limited duty" officer, not provided for in existing law (see box p. 54).

Selection within the grade of rear admiral, not provided in existing law.

Re-creation of the category of AEDO officer, and specialization in additional fields by the designation of officers for special duty in communications, law, hydrography, photography, public information, psychology and intelligence.

Increase in Chaplains Corps strength from 1 to every 1,250 persons in the Navy and MarCorps to 1 to every 800 persons.

A minimum retirement pay for officers who have transferred to the regular Navy from the Reserve or from temporary officer status. Where such officers are involuntarily retired for failure of selection, their retired pay would be less than that of other regular officers. The proposed bill includes a proviso that the retired pay of an officer commissioned in the regular Navy pursuant to Public Law 347, 79th Congress, above the rank of lieutenant who is placed on the retired list for failure of selection, shall not be less than 50 per cent of his active duty pay at time of retirement. This amounts to adding sufficient constructive service to bring the officer's total commissioned service up to 20 years where necessary. It is not additive beyond this point.

Immediate return to a system of promotion by selection by statutory boards, with provisions of law governing the distribution and eligibility for selection of officers.

Fixing the precedence of line and staff officers and the reassignment of line running mates to staff officers, on a permanent basis in an equitable manner. This is necessary because of temporary promotions and failures of promotion that have occurred since suspension of permanent laws governing promotion, and because of many transfers of Reserve and temporary officers to the regular Navy.

Catch Up on Schooling During Antarctic Duty

It was probably the only school in the world with icebergs on the campus and penguins in the eaves, so to speak. But a good many sailors will remember their alma mater for some time to come—"dear old Antarctica U."

Most of the ships of the Navy's Antarctic expedition have reported educational services programs in operation during the cruise to southern waters and return. Hundreds of bluejackets took advantage of weary hours stuck in the pack ice to catch up on their schooling. Some already have applied for high school diplomas.

Aboard uss *Mt. Olympus* (AGC 8), 72 enrolled in a special course on the Antarctic regions, taught by a group of correspondents and officers. Popular on most ships have been such subjects as history, spoken Spanish, math, government, psychology, shorthand, accounting and auto mechanics. uss *Canisteo* (AO 99) had courses under way in six of these subjects before the cruise was well started.

Navy men of Task Force 68 seemed to favor classes and individual study which would enable them to complete unfinished high school courses, a BuPers survey showed.

Prior Requirements Set For Transportation of Dependents Overseas

CNO has announced requirements which must be met before requests for transportation of dependents overseas can be approved.

Requirements for transportation to all overseas posts and stations with the exception of Japan, China, Okinawa and the Philippines:

- Continuation on duty at present duty station for at least six months.
- Availability of suitable housing.
- Individuals should be aware of and willing to accept existing limitations in regard to schools, transportation and other facilities.
- Dependents will not displace personnel who cannot be housed in comparable quarters or disrupt an equal distribution of available housing.

Requirements for Japan, Okinawa and the Philippines:

- Continuation on duty at present duty station for at least one year. Otherwise, the same as above.

Requirements for China:

- Continuation on foreign duty for at least one year. Otherwise, same as above.

Professional Exams Suspended by BuMed

BuMed has suspended the professional examination of candidates for appointment as acting assistant surgeons in the Medical Corps. The suspension, however, in no way lessens the prescribed standards for candidates. Applicants' qualifications will be determined by physical exam, interview and review of credentials. The ruling does not affect examinations required for appointment of assistant surgeons following completion of internship.

Suspension allows processing of applicants by offices of naval officer procurement and eliminates a trip to the nearest naval hospital, where exams were formerly conducted.

Revised procurement procedure does not alter the provision that candidates must have completed the third year of medical school to apply for appointment as acting assistant surgeon.

White Coke Bottle Worth Two Cents Until 30 June

The Coca Cola Company has announced it will continue to redeem white coca cola bottles from the Navy until 30 June, at a rate of two cents each.

The white bottles temporarily replaced the familiar green ones during the war.

Overseas supply activities were directed by Alnavsta 7 to ship the bottles to the Naval Supply Depots at Bayonne, N. J., or Oakland, Calif. Continental supply activities should dispose of the bottles locally to Coca Cola distributors.

Correct Addresses Speed Mail Delivery; Hints for Improving Service Outlined

Hints for improving use of the naval mail service were stated in PacFlt Ltr. 17L-47. Though originated by CincPacFlt for his command, they are generally applicable to the entire naval service, and may be useful to commands in official correspondence, or to individuals in personal correspondence with other Navy men.

CincPacFlt declared the largest single cause of delayed and undelivered mail is defective addresses. He enjoined every CO in the Pacific to insure that the correct address of the command is made known to personnel within the command, and that they in turn advise their correspondents to use it. The letter made the following suggestions in connection with correct use of addresses:

- Use no naval abbreviations. Mail is handled at many points by civilian mail clerks unfamiliar with Navy short titles and authorized abbreviations.
- Invariably use the hull number with a ship's name. The correct form: USS *Terry* (DD 513).
- Use administrative titles only, never task titles. No mail routing instructions are promulgated for task forces, groups or units. Therefore, mail addressed "Commander Carrier Division TWO" will be handled readily; mail addressed "Commander Task Force 38" may go astray.
- Send mail "c/o Fleet Post Office," as appropriate, unless both sender and addressee are in the continental U. S. This is necessary to insure the mail is passed from the civilian postal system into the naval mail service, which is much faster to overseas points and return.

The letter noted that when both sender and addressee are in the U. S., it may be faster to omit the FPO—and send mail care of the postmaster of the city in which addressee is located, giving adequate delivery address, of course.

CincPacFlt emphasized that commanders promulgating plans or orders involving movements of naval units must inform appropriate mail routing authority, or other authorities, as far in advance as possible.

The letter directed COs of Pacific air stations to establish and maintain liaison with local naval post offices, to insure adequate notice to the post offices of movements of aircraft capable of carrying mail, and to require plane commanders to carry mail within the capacity of the aircraft. It was noted that investigations have disclosed *other* than NATS aircraft frequently making trips without mail despite space available. Such practice usually occurs, the letter said, because the post office is not notified of the flight or is notified too late.

The letter directed Pacific commands to comply with para. 2, sec. 11, of the Mail Service Manual, which requires weekly post office inspections, to insure the local post office is doing an effective job.

Peacetime Ceremonies, Honors Return 1 April; Three Exceptions Noted

The Navy Department, in a series of Alnavs, announced extensive reversion to the prewar procedures for observing honors and ceremonies, as laid down in Navy Regulations, 1920.

Alnav 55-47 (NDB, 28 February) said that beginning 1 April the Navy would observe fully all honors, distinctions, salutes and ceremonies prescribed by Chap. 5, Navy Regs, with the following exceptions:

- Appropriate service dress uniform will be worn where full dress and dress uniforms are prescribed.
- The sword will be omitted where prescribed.
- Art. 244 will be suspended pending a change to Navy Regs.

In Alnav 54-47 (NDB, 28 February), the policy of informing naval vessels when they should full dress or dress ship was discontinued. This directive stated that on the occasions specified in Navy Regs, all active ships will full dress or dress ship as required. Ships in commission in reserve will dress ship instead of full dress ship as required.

Alnav 41-47 (NDB, 15 February) permitted once again the exchange of gun salutes and other honors between U. S. and foreign naval vessels, in accordance with Navy Regs.

Sea Pay, Income Tax Exemptions Unaffected By End of Hostilities

The Navy's Civil Readjustment Section has given answers to two questions asked repeatedly by naval personnel since the announcement of the presidential proclamation which ended hostilities of World War II.

The questions concerned the possible effect of the proclamation on sea or foreign service pay, and on the Federal income tax exemptions granted personnel for Navy pay. Neither is affected by the proclamation, and here's why:

- An act of 6 Oct 1945, which removed a proviso of the Pay Readjustment Act of 1942, made the increased pay for sea duty or foreign service permanent.
- The Federal income tax ememption (all naval pay of enlisted men and $1,500 of the pay received by commissioned and commissioned warrant officers) is effective until the termination of the war. The proclamation merely ended hostilities.

One-Year Electronics Engineering Course Set For Officer Classes

Classes will convene every three months for a one-year electronics engineering course which opened 1 April at the Naval School (Warrant Officers Electronics Engineering), NTC, Great Lakes, Ill.

NavAct 4-47 (NDB, 15 February) requested applications for the course from non-aviation line officers, lieutenant (jg) or below; temporary USN officers regardless of rank who have applied for, or have been accepted for, permanent commission; and commissioned warrant and warrant officers.

The NavAct said that applications particularly are desired from regular Navy officers who transferred to USN and who have electronics or communications background, or who desire initially to enter and receive training in the electronics field. The applicant must agree to serve for three years after he completes the course. The applications must be received by BuPers (Pers 4223) 45 days before convening dates of classes.

Duty Involving Flying As Technical Observer Cancelled on 30 April

All orders to duty involving flying as technical observer will be cancelled on 30 April, it was announced by NavAct 7-47 (NDB, 28 February). Officers whose orders are cancelled on that date are directed to report to COs for duty.

COs who wish to have the flight status of officers affected reinstated should submit a request for orders to BuPers via channels and CNO (Attn: Op-54). COs will not forward requests unless they are in accordance with the provisions of BuPers Circ. Ltr. 206-43 (NDB, cum. ed., 1943). Requests must include a detailed description of the officer's duties in the air and forwarding commands will make constructive recommendations.

Requests based on a desire to increase an officer's pay or on need for air travel will not be approved.

3 Years Duty Required After Flight Training

Commissioned officers who apply for flight training—leading to the designation as naval aviators in accordance with BuPers Circ. Ltr. 87-46 (NDB, 15 Apr 1946), must enclose with their applications a signed agreement not to resign during the course, and to serve three years in the naval service following completion of flight training.

Applicants for flight training who already have filed their applications, should forward the signed agreements to BuPers (Attn: Pers 3116) via channels. Failure to submit such agreements will invalidate the applications, it was announced by Alnav 57-47 (NDB, 28 February).

Family Allowance Rules, Applicable in All Cases, Listed for Clarification

The laws which govern and regulate the payment of family allowance benefits are really not too complicated, but from the correspondence reaching the ALL HANDS office it seems the issue is confused. Here are some brief statements of fact, applicable in all cases:

• Enlisted personnel now on active duty are eligible to apply for family allowance benefits regardless of date of enlistment, reenlistment or extension.

• Personnel eligible for family allowance and serving on an enlistment, reenlistment or extension of enlistment entered into *prior* to 1 July 1946 are entitled to receive family allowance benefits for the entire period of that enlistment or extension, regardless of date of its expiration and regardless of the date they apply for the benefits. For example, a man who enlisted or reenlisted in February 1946 for six years can, if he wishes, under existing law, apply for family allowance any time within the six years following February 1946, and may receive the benefits until February 1952, the duration of his enlistment.

• Men eligible for family allowance who enlisted, reenlisted or extended on or after 1 July 1946 are entitled to receive family allowance for the duration of the war plus six months. The official termination of the war has not yet been declared. (Cessation of hostilities, declared by the President 31 Dec 1946, was not a declaration of the end of the war and has no direct bearing on family allowance). For example, a man might have enlisted, reenlisted or extended in September 1946 (after 1 July 1946). and applied for family allowance. If the war were officially declared over in April 1947, this man would continue to receive family allowance only for the six months following, regardless of when his enlistment, reenlistment or extension expires.

The above conditions fit all cases. Confusion, however, has arisen in connection with extensions of enlistments and with reversion to enlisted status of temporary officers.

Extensions, for purposes of family allowance, are considered exactly as are enlistments and reenlistments. You cannot, by extending an enlistment, extend the benefits of family allowance beyond what is allowed under the conditions stated above, which apply to enlistments, reenlistments and extensions equally.

Likewise, temporary officers who reverted to enlisted status and reenlisted or extended enlistment prior to 1 July 1946 may receive family allowance for the duration of the reenlistment or extension. Those who reverted and reenlisted or extended on or after 1 July 1946 may receive family allowance for "the duration and six."

The above states the periods of entitlement to family allowance benefits under existing laws. However, legislation is pending which, if enacted into law, will extend the period of entitlement to 1 July 1949 regardless of the termination date of the war. Details will be reported as available.

See Alnavs 360-45 and Alnav 399-45 (NDB, cum ed, July-Dec 1945) and 431-46 (NDB, 15 Aug 1946).

NAVAL COMMAND ORGANIZATION

Reorganization of the highest echelon of naval command has occurred since the end of active combat operations, involving abolishment of the office of Commander-in-Chief, U. S. Fleet, and revisions in the office of the Chief of Naval Operations. Abolishment of Cominch was noted as item 46-2230 in the Navy Department Bulletin. The trend of revision began in prewar days.

On 1 Feb 1941, command afloat in the high echelons was vested in three commanders-in-chief, one of whom commanded the Asiatic Fleet, one the Pacific Fleet and one the Atlantic Fleet. Any one of the three might, depending on the circumstances, be designated Commander-in-Chief, U. S. Fleet. On 7 Dec 1941, CincPac was also Cominch (or Cincus, as it was known in those days).

A CNO report recently commented, "Almost immediately after our entry into the war it became apparent that for the purpose of exercising command all oceans must be regarded as one area, to the end that effective coordinated control and the proper distribution of our naval power might be realized."

Accordingly, on 18 Dec 1941 the President approved the alteration of the organization by making Cominch separate and distinct, and in addition to the three fleet commanders, and ordered headquarters of Cominch established in the Navy Department in Washington. The order gave Cominch supreme command of the operating forces of the fleets and frontier commands, responsible directly to the President under direction of SecNav. Admiral (later Fleet Admiral) Ernest J. King, who was then CincLant, was appointed Cominch 20 Dec 1941.

A further revision occurred 12 Mar 1942, when the President approved the provision that the duties of Cominch and the duties of CNO might be combined and devolve upon one officer, who would have the combined title "Commander-in-Chief, U. S. Fleet, and Chief of Naval Operations." As Cominch, he would have operational command of the naval forces and as CNO he would be charged with preparation, readiness and logistic support of the forces. On 26 Mar 1942 Admiral King relieved Admiral H. R. Stark and assumed additional duty as CNO.

The organization was relatively unchanged during the rest of the war. On 29 Sept 1945 a Presidential order provided for additional reorganization. In compliance, the office of Cominch was disestablished, and its principal functions retained in the Operations Division of the office of CNO.

The office of CNO is now organized in accordance with the 29 Sept 1945 order, and includes under CNO the following assistants: the Vice Chief of Naval Operations, under whom is a General Planning Group; the Naval Inspector General; and Deputy Chiefs of Naval Operations for Personnel, Administration, Operations Logistics and Air.

Two-Year Scholarship Open; Deadline 1 May

A two-year scholarship at Ogontz Junior College, Montgomery County, Pa., is available to daughters of graduates of the Naval Academy who are on active duty, for the school year beginning in September. Should applications be received from two candidates of equal merit, two partial scholarships of $900 may be awarded in place of the full scholarship.

Parents are invited to apply to Com 11 or to the Superintendent, Naval Academy. The application should contain the following information: photograph of the applicant, letter from the pastor of the family church, letter from the principal of the high school or secondary school from which the applicant was graduated and an attested statement of academic record, and such other letters of recommendation as the parent may wish to submit. The deadline is 1 May 1947.

It was pointed out that although there will be no entrance examination, applicants must be graduates of accredited high schools or comparable secondary schools. Selection by competition is not intended, but an applicant who has a good scholastic record will be chosen over one with a poor record, all other factors being equal.

Marine Reserve Goal, Recruiting Plan Set

To enlist 130,000 men and women in the Marine Corps Volunteer Reserve, COs of Reserve Districts are selecting 25,000 Reserve officers on inactive status, who volunteer for such duty, to serve as recruiting officers. The plan will provide Reserve recruiting stations in areas where there are none at present.

Recruiting goal is 25,000 male officers and 100,000 enlisted men; and 500 officers and 4,500 enlisted personnel for the Women's Reserve. Enrollment in the Reserve does not require active duty except in emergency.

Wide Selection of Marine Training Courses Offered

The Marine Corps has announced a wide selection of service courses designed particularly for the enlisted man making the regular corps his career. The courses will provide the MarCorps with numbers of highly-trained men and non-commissioned officers and will offer each marine a firm foundation for his personal program of advancement in the ranks.

Qualifications for the courses vary and are stated in brief in the following listing. Interested marines, who are eligible as outlined below, may apply for assignment to appropriate courses in accordance with Letter of Instruction No. 1387 through their local commands. The list of courses, giving schools and locations:

• Personnel Administration—Personnel Administration School, Parris Island, S. C.; includes classification, qualification cards, job analysis, interviewing, testing, personnel assignment, rehabilitation, abbreviations, official correspondence, Marine Corps manual, service record book, change sheets, morning reports, muster roll, payroll, miscellaneous forms, deck court and summary court martial; requires GCT 100, applicant must have 18 months' obligated service or agree to extend, men on 2-year enlistments must extend; 12-week course, 50 per class, convenes each 6 weeks.

• Typist—Same location; includes keyboard exercises, basic typing, speed tests, official correspondence, endorsements and replies to letters, office procedures, filing system; requires GCT 90, applicant must have 18 months' obligated service or agree to extend; 8-week course, 70 per class, convenes each month.

• Stenography — Naval Training School, San Diego, Calif.; includes shorthand, stenotype, transcription; requires SSN 405, 25 words per minute, applicant must have 18 months' obligated service or agree to extend; 16-week course, 5 per class, convenes monthly.

• Electrical Accounting Machine Operators — Headquarters, Marine Corps, Washington, D. C.; includes key punch, verifiers, sorter and collators, wiring tabulator, reproducer, interpreter; requires GCT 90, applicant must have 3 years' obligated service or agree to extend; 12-week course, 6 per class, convenes each 3 weeks.

• Amphibian Tractor Crewman — Tracked Vehicle School Battalion, Camp Pendleton, Calif.; includes operation, care, preventive maintenance of LVTs, assault landings, combat principles; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 10-week course, 68 per class, convenes each 4 months.

• Amphibian Tractor Mechanics — Same location, includes hull, track, suspension, power plant, accessories, armament, communication on LVT; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 23-week course, 19 per class, convenes each 6 months.

• Tank and 105-mm Motor Carriage Crewman—Same location, includes operation, care, maintenance of tanks, gunnery, fire control; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 16-week course, 57 per class including 19 graduates of Amphibious Crewman's Course, convenes each 4 months.

• Bandsman—Band School, Parris Island, S. C.; includes rudiments of music, band, orchestra, concerts, military band procedures;. requires previous experience of instrument; applicant must have 18 months' obligated service or agree to extend; 12-week course, 10 per class, convenes monthly.

• Bandsman—Band School, Marine Corps Base, San Diego, Calif.; includes rudiments of music, band and orchestra rehearsal, concerts, military procedures; requires previous experience with instrument; applicant must have 18 months' obligated service or agree to extend; 12-week course, 10 per class, convenes as students available.

• Field Music—Field Music School, Parris Island, S. C.; includes instruction in low scale, high scale, garrison calls, sea calls, written music, tone, execution and knowledge of calls, execution and knowledge of drum: applicant must have 18 months' obligated service or agree to extend; 15- to 24-week course, 20 per class; convenes as students available.

• Refresher Course—Navy School of Music, Receiving Station, Washington, D. C.; includes rudiments of music, band and orchestra rehearsals, concerts, military band procedures; requires previous experience with instrument; applicant must have 18 months' obligated service or agree to extend; 6-month course, 15 per class, convenes each 6 months.

• Cooks Regular Course "D" — Cooks and Bakers School, Camp Lejeune, N. C.; includes mess management, nutrition, preparation and serving, field kitchen, dehydrated foods; applicant must have 18 months' obligated service or agree to extend; 8-week course, 20 per class, convenes each month.

• Bakers Course "E" — Same location; includes baking, formula construction, sanitation, equipment, maintenance and arrangement, traveling bakeries, field baking, bread faults, record of operation, examination, operations, practical work; applicant must have 18 months' obligated service or agree to extend; 8-week course, 6 per class, convenes each month.

• Mess Management Course "B" — Same location; includes organization, administration, leadership and discipline, rations, nutrition, menus, sanitation, equipment, inspection, storage, meat-cutting, cooking, dehydrated foods, operation; applicants must be sergeant or above, with 18 months' obligated service or agree to extend; 30-day course, 10 per class, convenes each month.

• Field Telephone — Signal Battalion, Camp Pendleton, Calif.; includes electricity, telephone, field faults and their rectification, wire laying, switchboard, field equipment, message center procedure; requires MAT 85, applicant must have 18 months' obligated service or agree to extend; 12-week course, 60 per class, convenes each 2 weeks.

• Elementary Electricity and Radio Materiel — Naval Training School, Great Lakes, Ill.; includes radio mechanics, electricity, math, alternating current circuits, radio, communication circuits, electrical machinery, identification of parts, soldering, sketching, cable, tubing, layout, construction,

Latest Radio Schedule To Atlantic, Pacific

Latest schedule of Armed Forces Radio Service programs beamed to Atlantic and Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred t are Greenwich. The schedule follows:

ATLANTIC BEAMS

Station	Time (GCT)	Frequency (KCS)	Beam Area
WOOW	1900-2145	11870	England-Europe-Mediterranean
WCBN	1900-2145	15270	England-Europe-Mediterranean
WBOS	1900-2145	15210	Greenland-Iceland-England
WLWL-1	1900-2145	9700	South Atlantic-Africa
WLWL-2	1900-2145	9700	South Atlantic-Africa

PACIFIC BEAMS

Station	Time (GCT)	Frequency (KCS)	Beam Area
KCBA	0500-0845	9750	Alaska-Aleutians-China
	0900-1400		SW Pacific-Philippines
KCBF	0500-0845	9750	Alaska-Aleutians-China
	0900-1400		China-Japan
KCBR	0315-0645	11810	China-Japan
	0700-0945	9700	China-Japan
KGEI	2200-0045	15130	Alaska-Aleutians
	0100-0600	15130	SW Pacific-Mid Pacific
	0615-0645	11790	SW Pacific-Mid Pacific
	0900-1400	9530	SW Pacific-Philippines
KGEX	2200-0600*	15210	SW Pacific-Philippines
	0615-1000	11730	SW Pacific-Philippines
KNBA	0130-0500	17780	China-Japan
KNBI	0130-1500	17780	South and Mid Pacific
KNBX	0315-0845	15250	China-Japan
KWID	0315-0645	9570	Alaska-Aleutians
	0700-1130	11900	South and Mid Pacific
KWIX	0115-0500	15290	China-Japan
	0515-1400	11890	China-Japan
KRHO	2200-2230	17800	All Pacific
	0130-0600		All Pacific

drills, plugs, sockets and coaxial cables, template, chassis; requires GCT 100, MAT 100, applicant must have 3 years' obligated service or agree to extend; 27-week course, 50 per class, convenes each 2 weeks.

• Radar Technicians—Signal Battalion, Camp Pendleton, Calif.; includes repair and maintenance; requires successful completion of Elementary Electricity and Radio Materiel; 20-week course, 15 per class, convenes each 2 weeks.

• Radio Technicians—Same location; includes inspection, installation, test, maintenance; requires successful completion of Elementary Electricity and Radio Materiel; 20-week course, 14 per class, convenes each 2 weeks.

• Radio Operators—Same location; includes radio procedure, Morse code, message center operation, electricity, typing, teletype operating and procedure; requires GCT 95, applicant must have 18 months' obligated service or agree to extend; 16-week course, 55 per class, convenes each month.

• High Speed Radio Operators—Same location; includes typing, code, procedure, maintenance, wire and visual practice, administration; requires SSN 776, applicant must have 18 months' obligated service or agree to extend; 8-week course, 35 per class, convenes each 2 months.

• Carrier Repeaterman — Signal Corps School, Ft. Monmouth, N. J.; includes adjustments, line connection, transmission noise, resistance, impedance, frequency measurements, tests; requires SSN 646, applicant must have 2 years' obligated service or agree to extend; length varies, class quota as required, convenes as required.

• Telephone Electrician — Signal Battalion, Camp Pendleton, Calif.; includes electricity, telephone, telegraphy, maintenance, repair; requires SSN 641, 776, 766, 667, 039, 649; applicant must have 2 years' obligated service or agree to extend; 9-month course, 30 per class, convenes each 3 months.

• Central Office Maintenance—Signal Corps School, Ft. Monmouth, N. J.; includes installation, repair, manual switching central, test circuits, equipment, locate trouble, adjust, install exchange switchboard; requires SSN 646, applicant must have 3 years' obligated service or agree to extend; 21½-week course, class quota as required, convenes as required.

• Automatic Telephone Maintenance—Same location; includes circuit, electrical, mechanical adjustment, connector, selector, line switch, rotary line switch, line finder, repeater, search selector, switches, dial switch, relays, engineering; requires successful completion of Central Office Maintenance; 10-week course, convenes as required.

• Cable Splicers — Same location; includes communication, electricity, maintenance, splicing, construction, orientation, physical training; requires SSN 641, applicant must have 18 months' obligated service or agree to extend; 18-week course, quota as required, convenes as required.

• Basic Engineer—Engineer School Battalion, Camp Lejeune, N. C.; includes organization, demolition, construction, bridging, rigging, water supply, camouflage; requires MAT 90, applicant must have 18 months' obligated service or agree to extend; 8-week course, 40 per class, 3 classes convene each 2 months.

• NCO General Engineer — Same location; includes bridging, demolition, engines, blacksmith, shop construction, utilities, camouflage, organization; requires SSN 035, 050, 059, 144, 145, 189, 333, 393, 729, 796, or 800, applicant must be Pfc., or above, have 2 years' obligated service or agree to extend; 23-week course, 40 per class, convenes as available.

• NCO Engineer Equipment—Same location; includes engines, equipment, operation, repair, maintenance, road construction problems; requires MAT 100, applicant must be Pfc. or above, have 2 years' obligated service or agree to extend; 23-week course, 25 per class, convenes as available.

• Photolithography — Same location; includes camera, lithographic press, platemaking, prints; requires MAT 100, applicant must have 18 months' obligated service or agree to extend; 14-week course, 5 per class, convenes each month.

• NCO Utilities—Same location; includes water supply, refrigeration; requires SSN 078, 322, 822, 121, 727, or 164, applicant must be Pfc. or above, must have 2 years' obligated service or agree to extend; 23-week course, 15 per class, convenes as available.

• Small Arms Mechanic — Marine Corps Schools, Quantico, Va.; includes inspection, repair, maintenance; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 47 per class, convenes each 6 months.

• Watch Repair Technician—Same location; includes cleaning, adjusting, repairing, oiling; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 2 per class, convenes each 6 months.

• Ordnance Shop Technician — Same location; includes hand tools, machines, welding, metalizing; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 6 per class, convenes each 6 months.

• Artillery Mechanic—Same location; includes inspection, repair, maintenance; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 24 per class, convenes each 6 months.

• Instrument Technician — Same location; includes maintenance, repair; requires MAT 90, applicant must have 2 years' obligated service or agree to extend; 24-week course, 7 per class, convenes each 6 months.

• Fire Control Equipment Maintenance—Same location; includes design, operation, maintenance, repair, directors, searchlight; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 24-week course, 10 per class, convenes each 6 months.

• Ammunition Technician—Same location; includes fuzes, handling, storing, issuing, transporting; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 24-week course, 14 per class, convenes each 6 months.

• Sea Duty Indoctrination — Sea School, Marine Corps Base, San Diego; includes military courtesy, guard duty, Navy time and bells, sea terms, marines afloat, watches, nomenclature, drills, recognition, bearings, lookouts, pistol, BAR, 20mm, 40mm; requires minimum height 5′ 8″, min-

88,939 ON DEAD, MISSING LISTS

Latest Navy count shows 88,939 persons on the dead and missing lists of the Navy, Marine Corps and Coast Guard from 7 Dec 1941 to 1 Jan 1947.

It was noted that all combat missing have now been accounted for, and those listed as missing on the latest tabulation are those missing from all causes since the end of hostilities.

The tabulations for each service are as follows:

Totals, Each Service

	Overseas casualties	*U. S. casualties*	*Total*
DEAD			
Navy	49,435	13,049	62,484
Marine Corps	21,796	2,650	24,446
Coast Guard	1,038	874	1,912
	72,269	16,573	88,842
MISSING			
Navy	49	15	64
Marine Corps	0	33	33
Coast Guard	0	0	0
TOTALS	72,318	16,621	88,939

imum weight 130, 18 months' obligated service or agree to extend; 5-week course, quota as required, convenes weekly.

• Automotive Mechanics — Motor Transport School, Camp Lejeune, N. C.; includes engine construction, carburetion, diesel principle, ignition, maintenance, power train, axles and final drive, brakes, alignment, overhaul; requires MAT 90, must have 2 years' obligated service or agree to extend; 20-week course, 35 per class, convenes each 2 months.

• Motor Vehicle Operators—Same location; includes maintenance, trouble shooting, operation; requires previous driving experience, must have 18 months' obligated service or agree to extend; 5-week course, 25 per class, convenes each 5 weeks.

• Supply Department Enlisted Clerical (Basic)—Same location; includes organization, procedures, forms, administration; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 12-week course, 25 per class, convenes monthly.

• Supply Department Enlisted Clerical (Advanced)—Same location; includes clerical duties, accounting, catalogue, allowances, subsistence, record card procedure, warehousing, storage, purchasing, transportation, typing; requires one year in Supply Department clerical work, NCO rank, must have 2 years' obligated service or agree to extend; 20-week course, 30 per class, convenes each 2 months.

• Motor Vehicle Spare Parts, Supplies, Stockroom Procedure — Same location; includes issuing, storage, requisitioning, accounting for tools, supplies and spare parts; requires successful completion of Motor Transport Automotive Mechanic or Advanced Supply Department Clerical, must have 18 months' obligated service or agree to extend; 6-week course, 6 per class, convenes each 2 months.

• Signal Supply — Depot of Supplies, Philadelphia, Pa.; includes signal supply, orientation, nomenclature, electricity, cataloguing, identification, circuit diagrams, allowances, aviation supply, administration, procurement, salvage, routing, receiving, shipping, test instruments, storage, warehousing, shop, accountability; requires primary communications or supply personnel SSN, must have 2 years' obligated service or agree to extend; 9-week course, 30 per class, convenes each 9 weeks.



Dale Orloff

"Weather? Sure thing, got it right here."

• Motion Picture Operators—Naval Training School, Bainbridge, Md., and San Diego, Calif.; includes theory, characteristics, sound, light, electricity, vacuum tubes, mechanics, installation, operation, maintenance; requires MAT 100, must have 2 years' obligated service or agree to extend; 8-week course, 1 per class each school, convenes each 4 weeks.

• Photo Interpreter Course — The Cavalry School, Fort Riley, Kans.; includes intelligence, identification, photography, controlled mosaics, photo interpretation, preparation of models, instruction; requires GCT 100, applicant must have 18 months' obligated service or agree to extend; 7-week course, 5 per class, convenes each 7 weeks.

• Order of Battle and Interrogators —Same location; includes intelligence, order of battle technique, prisoner of war interrogation, handling and processing captured documents, aid provost marshal, interrogation reports, methods of instruction; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 7-week course, 7 per class, convenes each 7 weeks.

• Aerographers Mate (Class A) — Naval School, NAS, Lakehurst, N. J.; includes weather codes, instruments, meteorology, observations, map analysis, coded maps, aerological record, balloon soundings, adiabatic charts, aerology operations, correspondence; requires high school graduate, college background in meteorology, astronomy, geography, physical science, thermodynamic, desirable; clerical experience; applicant must have 2 years' obligated service or agree to extend; 16-week course, 5 per class, convenes each month.

• Aviation Electronics Basic Maintenance (Phase I) — Naval School, Ward Island, Corpus Christi, Tex.; includes radio mechanics, electricity, applied mathematics, current circuits, communications circuits, electrical machinery, identification, soldering iron, apparatus sketch, tubing and lugs, screws and radio fasteners; requires GCT 100, MAT 100, Eddy test 50, applicant must have 3 years' obligated service or agree to extend; 20-week course, 15 per class, convenes each 2 weeks.

• Aviation Electronics Basic Maintenance (Phase II)—Same location; includes advanced electronics, electronics equipment, shop training; requires applicant be a graduate of Phase I; 24-week course, 15 per class, convenes each 2 weeks.

• Control Tower Operators—Naval Training School, NATTC, Jacksonville, Fla.; includes aeronautical charts, code, radio, radio range flying, instruments approach procedures, FCC rules and regulations, CAA procedures, meteorology, traffic control, Link Trainer, recognition; requires hearing 15/15, eyes 20/20, voice clear, unaccented with no impediments, must have 18 months' obligated service or agree to extend, men serving 2-year enlistments must extend to be eligible; 6-week course, 3 per class, convenes every 2 weeks.

• Ground Controlled Approach — Naval Training School, NATTC, NAS, Olathe, Kans.; includes maintenance and operation of GCA; requires applicant must be qualified SSN 878, 879, 880, 866, have 2 years' obligated service or agree to extend; 3-month course, quota as needs arise, convenes monthly.

• Aviation Fundamentals (Class "P")—Naval School, NATTC, Jacksonville, Fla.; includes gunnery, sighting fundamentals, safety precautions, communications, physical fitness, military drill, graduates sent to metalsmith, electrician, or machinist school; requires GCT 100, MAT 100, applicant must have 3 years' obligated service or agree to extend; 11-week course, 10 per class, convenes weekly.

• Aviation Electricians Mate (Class A)—Naval School, NATTC, Jacksonville, Fla.; includes fundamentals of electricity, lighting circuits, battery maintenance, warning and auxiliary circuits, generators, voltage regulators, reverse current relays, eclipse and general electric, trouble shooting, magnetos, Bosch, Scintilla, booster coils, harness, starters, spark plugs, automatic pilot circuits, fire control, intervalometer, Mark 18 gunsight circuits, electric turrets, electric propellors, auxiliary power units, line operation, testing, practical experience; requires graduate of NS Class "P", 12/20 vision corrected to 20/20 each eye; 16-week course; 2 per class, convenes weekly.

• Aviation Machinist Mate (Class "A")—Naval School, NATTC, Memphis, Tenn.; includes fabric repair, removal and installation of instruments, operation, removal, installation, adjustment of hydraulic units, brake inspection and adjustment, control removal, replacement, inspection, and adjustment, removal and replacement of structural units, emergency equipment, disembalming, embalming, removal and installation of engines, accessories, propellors, synchronization of magnetos to engines; applicant must be graduate of NS Class "P", vision corrected to 20/20 each eye; 16-week course, 6 per class, convenes weekly.

• Aviation Metalsmith (Class "A") —Same location; includes drawing, blueprint reading, mathematics, metalwork, repair and replacement of sheet metal, spars, ribs, bulkheads, installation and repair of plastic, installation, repair, inspection, removal of self sealing fuel cells, removal, installation, alignment of controls; requires graduate of NS Class "P";

16-week course, 1 per class, convenes weekly.

• Aviation Metalsmith (Class "B") —Same location; includes hydraulic mechanics, types of oil, functions and locations of hydraulic units, testing and trouble shooting hydraulic systems; requires qualified SSN 747 or 555; 8-week course, 10 per class, convenes monthly.

• Photography — Naval Training School, Pensacola, Fla.; includes photography, cameras, aerial photography and mosaic map making, ground and aerial motion picture photography, photolithography; requires GCT 100, MAT 100, qualified for flight duty, must have 3 years' obligated service or agree to extend; 26-week course, 10 per class, convenes monthly.

• Aircraft Engineering and Maintenance — Marine Corps Aviation Technical Schools, Marine Corps Air Station, Quantico, Va.; includes repair, maintenance, power plant assemblies, shop practices, structures and technical administration; must have had instruction in and have served for a period of at least 2 years in a squadron as mechanic SSN 747, engine mechanic SSN 684, propellor mechanic SSN 687, instrument mechanic SSN 686, hydraulic mechanic 528, or metalsmith 555, applicant must have 3 years' obligated service or agree to extend; 24-week course, 20 per class, convenes each 6 months.

• Naval Supply and Accounts — Same location; includes naval publications, naval accounting, nomenclature, allowance lists, procurements, staff record cards (Navy), clerical duties, storage and warehousing; requires GCT 100, applicant must have 2 years' obligated service or agree to extend; 20-week course, 10 per class, convenes each 6 months.

• Ordnance — Same location; includes basic and advanced of each of the following: BAR, Gun, 50 cal., M2, 20-mm cannon, T-31, bombs and fuzes, rockets, film processing, GSAP camera, tow targets, ammunition, fire control, pyrotechnics, explosives and demolitions, supply and accounts for ordnance, hydraulic controls, re-arming; requires MAT 100, applicant must have 2 years' obligated service or agree to extend; 18-week course, 12 per class, convenes every 36 days.

• Parachutes—Same location; includes packing, dry locker procedure, inspections, materials, tools, causes and remedies of strains, adjusting, tacking, sewing machines, repairs, handsewing fabrics, blueprint reading, handling and storage of parachutes, life jacket and rubberized cloth repair, and live jumping; requires GCT 100, MAT 100, agree to make a live jump in a parachute packed by himself, applicant must have 18 months' obligated service or agree to extend, men serving a 2-year enlistment must extend for one or more years to be eligible; 10-week course, 10 per class, convenes every 3 months.

Wives, Children of Men in 4 Lowest Pay Grades Get Free Maternity and Infant Care

The Emergency Maternity and Infant Care Program provides free medical, nursing and hospital services for the wives and infant children of men in the four lowest pay grades of the armed forces, and aviation cadets, in all of the states, Hawaii, Alaska, Puerto Rico and the District of Columbia.

Application blanks and information usually may be obtained from state and local health departments, physicians, public-health nurses, clinics, hospitals, local welfare departments and Red Cross chapters.

Services provided are as follows:

• Maternity care for wives throughout pregnancy, at childbirth and for six weeks after childbirth. This includes treatment of any complications and care of the infant for two weeks after birth.

• Medical, nursing and hospital care for infants under one year of age. Immunization and other health supervision are available as arranged by the state health department.

The plan is administered by the state health departments under plans approved by the Children's Bureau of the Federal Department of Labor. It will end on a date to be set by Congress. New applications will be accepted until that date and all care to which applicants are entitled will be completed.

A wife is eligible for care if at any time during her pregnancy her husband is or was in one of the four lowest pay grades, or was an aviation cadet. An infant is eligible for care until its first birthday, if its father is or was in one of the four lowest pay grades, or was an aviation cadet, during the mother's pregnancy or before the child is one year old.

When making an application for herself and/or infant, the wife must know her husband's service number and rate. When the wife and physician have completed and signed the application it should be sent to the state health department, *not* to BuPers or the Children's Bureau. The state health department will notify both mother and physician when care is approved. If the wife has no physician she should send the application to the health department requesting the services of a physician.

Wives of men missing in action or prisoners-of-war, and widows of servicemen, are eligible for care providing application is received within 10 months after date of the husband's death, or after he was declared missing or a prisoner.

An illegitimate child under one year of age also is eligible for care providing paternity is acknowledged in writing by the enlisted man.

The services are available to the wives and infants of men who have been promoted or who have received an honorable discharge, provided they were in one of the four lowest pay grades during the wife's pregnancy or before the baby is one year old.

Servicemen should take advantage of the EMIC program only on a current basis; that is, they should establish eligibility for the care, and take advantage of it while they and their dependents are eligible.

QUIZ ANSWERS

Answers to Quiz on Page 21

1. (a)	**4. (a)**
2. (b)	**5. (b)**
3. (c)	**6. (c)**

Permanent NSLI Policies Available Now Without Prior Term Insurance

New features were added to National Service Life Insurance by Public Law 5 (80th Congress), approved 21 February, the Veterans Administration announced.

Under the new law, a policyholder need not have carried his policy as term insurance (the form in which originally issued) for one year before he can convert it to any of the forms of permanent insurance offered. Furthermore, NLSI now can be issued originally as permanent insurance, rather than term, if the applicant wishes.

The new act provides also that in certain cases term insurance automatically will be converted to a permanent plan for policyholders who are totally disabled. Under previous law, if they failed to convert during the term period their insurance protection ceased.

NSLI policies provide for waiver of premiums for policyholders who become totally disabled for six or more consecutive months. Even though premiums are being waived, such policyholders may convert their term insurance to any plan but endowment Premiums will continue to be waived during the period of total disability.

The new law also provided more liberal provisions for reinstatement of lapsed policies. The new law gives the Veterans Administration authority to determine conditions of reinstatement. The VA immediately announced that NSLI term policies, which have lapsed at any time, may be reinstated by payment of two monthly premiums provided the holders are in as good health as they were at time of lapse.

The liberal reinstatement provisions will remain in effect until 1 Aug 1947. Previously, a deadline of 1 Feb 1947 had been set for such reinstatements, on a comparative health basis.

Commends Committee for Suggestions On Training and Welfare of Enlisted Men

SecNav James Forrestal has been studying a report by the 65-man Civilian Advisory Committee which he appointed last April to assist the Navy in solving some of its postwar problems.

The report, SecNav said in commending the committee, "contains suggestions of great value to the Navy in shaping its future course, especially in promoting the training, welfare and morale of the enlisted man."

In gaining a broad, comprehensive view of the enlisted man's life—and how it can be improved—members of the committee traveled thousands of miles in the U.S. They visited training stations, technical schools, aviation activities and hospitals. They went aboard ship and compared life on board carriers and battleships with that on board destroyers and submarines. Wherever they went, the committee members talked to the enlisted men.

Flights were made in various types of planes, and combat types were inspected. A sub-committee traveled 100 miles by destroyer to the Submarine Base, New London, Conn., where some members cruised in operating submarines.

General meetings were held on board the carrier uss *Tarawa* and at NAS, San Diego. Regional meetings were conducted at NTC, Great Lakes, Ill., and at the Submarine Base, New London. Sub-committees met frequently, and some members made inspections of naval activities on their own.

Here, in brief, are some of the suggestions made:

• In art, a program was recommended to stimulate a greater interest and appreciation. It was felt that the greatest use of art should be in broadening the perspective of naval personnel to help them to understand the countries and peoples they visit. The Navy was urged to seek the cooperation of the American Association of Museums and the American Library Association. Through these groups, the Navy could be informed of cultural opportunities where personnel are stationed. A streamlined guide book was suggested, and it was recommended that men be provided with calendars of events and items of interest in various communities.

• In community relations, it was suggested that the Navy fully utilize the facilities of the USO until that organization ends its work in December, rather than to institute a new program now. The report pointed out that effective liaison could be obtained between community groups and naval personnel by appointing in each naval district a community relations officer.

• The sub-committee on education and training was impressed by the manner in which the Navy provides technically trained men to man the Fleet, and at the same time gives the men a chance to further their general education. The provisions for self study under the USAFI program and for correspondence courses through the education service program were found to be outstanding, and it was recommended that they be continued at any cost. Provisions for technical training were found to be sound, but the sub-committee suggested a greater use of supplementary subjects to give a broader background of general education.

• In matters of health, a sub-committee suggested that SecNav appoint a special advisory committee to himself to consider ways of attracting an adequate number of highly trained and competent young physicians and representatives of allied sciences. It suggested the use of the Holloway Plan, or similar method, to subsidize the education of medical students. Also, the sub-committee recommended that the Navy expand its program of postgraduate training for physicians. The Navy's food was rated as excellent although it was considered that a need existed for more personnel trained in the science of nutrition.

• In regard to welfare of the enlisted man, the committee's executive group declared that officer education and training must constantly emphasize as one of its basic objectives the development of an understanding and an appreciation of the enlisted man, his problems and importance in the naval service. To insure attaining this and other objectives outlined in the report, it was suggested that SecNav appoint small standing committees of officers and civilians to advise as to specific problems of morale and welfare, recreation facilities, religion and morals, education and training, and health.

Denfeld Now CincPac

Admiral Louis E. Denfeld has assumed command of the Pacific Fleet and two flag officers who relieved him are directing Navy personnel administration.

Vice Admiral William M. Fechteler, former ComBat CruLant, relieved Admiral Denfeld as DCNO (Personnel), and Rear Admiral Thomas L. Sprague, former Deputy Chief of Naval Personnel, relieved Admiral Denfeld as Chief of Naval Personnel.

Admiral Denfeld assumed the office of Commander-in-Chief, Pacific, and Commander-in-Chief, Pacific Fleet, at Pearl Harbor on 28 February, relieving Admiral John H. Towers, who was to report to SecNav as chairman of the General Board.

Flag Rank Orders Listed; ComNavEu Wartime Title Changed; Promotions Made

Flag rank orders last month were as follows:

The title of Admiral Richard L. Conolly's command was changed from the wartime Commander Naval Forces, Europe to Commander Naval Forces, Eastern Atlantic and Mediterranean.

Vice Admiral Donald B. Duncan was detached as Deputy CincPacFlt and Chief of Staff and Aide, CincPacFlt, and ordered to duty as DCNO (Air), relieving Vice Admiral Arthur W. Radford who has assumed command of the Second Task Fleet.

Vice Admiral Francis S. Low was detached as ComDesPac and ordered to duty as ComServPac, relieving Vice Admiral Oscar C. Badger who has been ordered as Com 11.

Read Admiral Frank G. Fahrion was ordered to duty as ComDesPac, from duty as General Inspector of the Pacific Fleet.

Read Admiral Grover C. Klein was ordered to duty as Assistant Chief for Naval Shipyards, BuShips, from duty as Commander, Naval Shipyard, Mare Island.

Rear Admiral John J. Ballentine was ordered to duty as ComCarDiv 1, from duty as Chief of Staff and Aide to Admiral Richmond K. Turner, who was a member of the United Nations Military Staff Committee, and who is retiring.

Rear Admiral David H. Clark was ordered to duty as Commander Norfolk Naval Shipyard, from duty as CO of the Naval Engineering and Experimental Station, Annapolis.

Rear Admiral William K. Phillips was ordered to duty as ComDesLant.

Rear Admiral John W. Roper relieved Rear Admiral Thomas L. Sprague as Deputy Chief of Naval Personnel. Rear Admiral Roper was Assistant Chief of Naval Personnel (Operations).

Rear Admiral Roscoe H. Hillenkoetter was ordered to SecNav for special duty, from duty as Naval Attache, Paris.

Rear Admiral William D. Johnson was ordered to duty as Chief of Staff, CincLantFlt, from duty as Chief of Staff, Commander Second Task Fleet.

Promotions

The following flag officers were promoted to the ranks indicated, while serving in the billets to which ordered (as above):

Admiral Blandy
Vice Admiral Duncan
Vice Admiral Low

Fellowships and Advice To Writers Discontinued

Twentieth Century-Fox Film Corp. has announced closing of its program to assist writers who are members of the armed services.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 42—First in a series listing Reserve officers selected for retention until 30 June 1948.

No. 43—States effect of Presidential proclamation ending hostilities on award of decorations and medals (see p. 40).

No. 44—Reminds that permission for visits by foreigners to naval vessels, shore establishments and private plants with classified Navy contracts must be obtained from Chief of Naval Intelligence.

No. 45—Cancels Alnavs 112-44 and 168-44.

No. 46—Modifies Alnav 38-47 (NDB, 15 February), concerning applications for Naval War College logistics course, to be submitted prior 20 February (see p. 20).

No. 47—States regulations for procurement of certain supplies, materials and services for maintenance of ships and shore activities.

No. 48—States new enlisted allowances for quarters and subsistence while traveling (see p. 51).

No. 49—Twenty-ninth in a series listing officers selected for transfer to the regular Navy.

No. 50—Describes intent of Alnav 582-46 as being "to authorize transportation of dependents on scheduled NATS flights only" (see p. 50).

No. 51—Announces suspension of furlough fares by rail and bus carriers (see p. 53).

No. 52—Thirteenth and last in a series listing nurses selected for transfer to the regular Navy.

No. 53—Lists changes to Table H of NavPers 15642.

No. 54—Authorizes ships to full dress or dress ship as required by Chap. 5, Navy Regs (see p. 56).

No. 55—Authorizes resumption of honors, distinctions, salutes and ceremonies according to Chap. 5, Navy Regs (see p. 56).

No. 56—SecNav's statement on budget for fiscal 1948 (see p. 51).

No. 57—Lists changes to BuPers Circ. Ltr. 87-46 regarding flight training of commissioned officers (see p. 56).

NavActs

No. 4—Cancels Navact 56-46, requests applications from certain officers for year's course in electronics.

No. 5—Cancels NavAct 70-46, requests applications from certain officers for lighter-than-air flight training prior 15 April.

No. 6—Requests applications prior 5 March for officer course in ordnance engineering.

No. 7—Announces cancellation on 30 April of orders to duty as technical observer, and states further procedures (see p. 56).

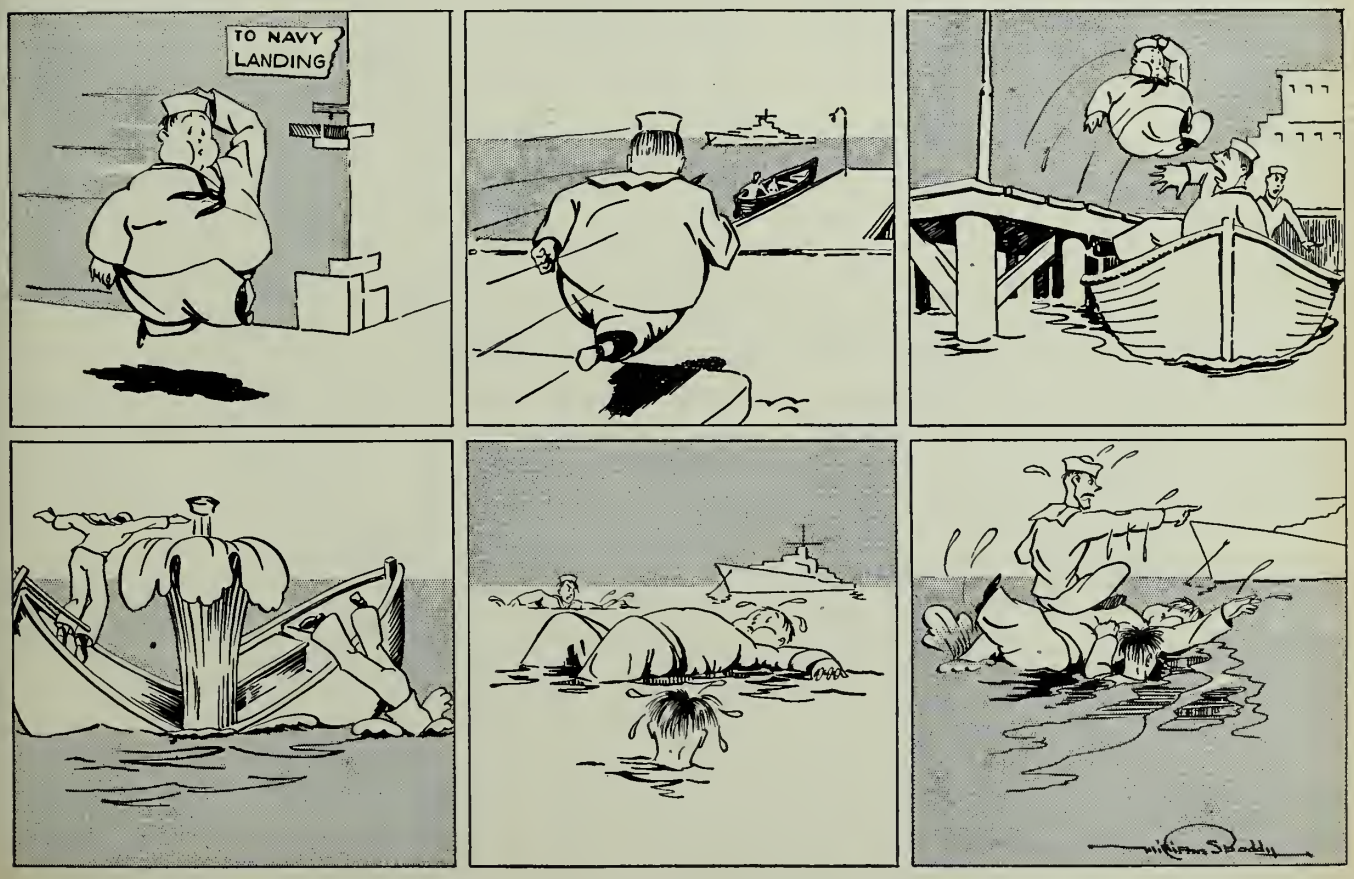
No. 8—Requests applications prior 1 April for course at Armed Forces Staff College, Norfolk.

Chaplains Corps Reserve Component Being Formed

A Naval Reserve component of the Chaplains Corps is being formed, to provide trained officers and enlisted men to fill the religious needs of the service in event of mobilization.

The Reserve group will include 2,270 officers of CHC designation, and a like number of enlisted men of the Specialist (W) rating. All will be members of the Volunteer Reserve but will be eligible, within quotas, to associate with Organized Reserve units.

BROADBEAM **WAIL BOAT**



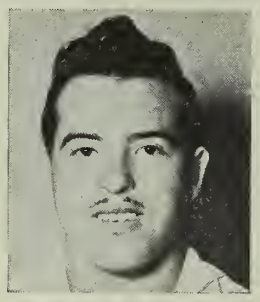
FANTAIL FORUM

QUESTION: What kind of duty do you prefer, shipboard or overseas base?

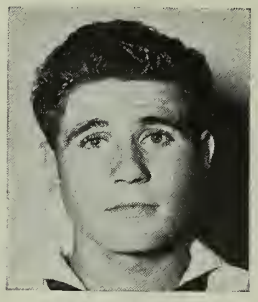
(Interviews were conducted at ComMarianas, Guam.)



Lawrence J. Jasefowski, BM1, Philadelphia: I prefer overseas base duty at present. I'm married and like to have my wife with me. Shipboard duty is the best, ordinarily, because you lead a good life and are working in your rate.



Bernie Maestas, PHM1, Wagon Mound, N. M.: Give me the deep blue sea. I wanta' see this world before my 20 years are up. Few are the real sailors who would rather be a "landlubber" than what they joined the Navy to be—a sailor.



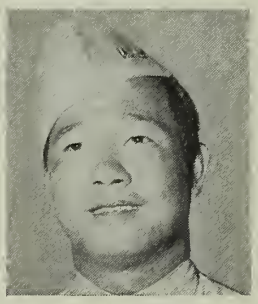
Reginald R. Haward, SPF3, Sacramento, Calif.: I prefer duty aboard ship because it allows you to get around and see people and foreign countries. Also, when you are aboard a ship working in your rate the time passes quickly.



Arthur E. Brusseau, RM3, New Haven, Conn.: Well, Mac, I prefer shipboard duty, mainly because you're always on the move. No grass will grow under your feet when you're a sea-going sailor. I like to travel and see people.



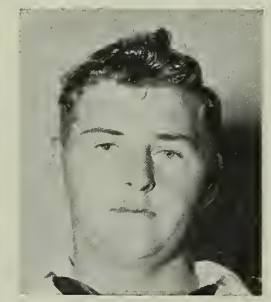
Wayne B. Wilcox, SM1, Grand Junction, Colo.: Base duty overseas is the best, because a man has a chance to study, develop his mind and become a better citizen. He can see how others live and judge his life accordingly.



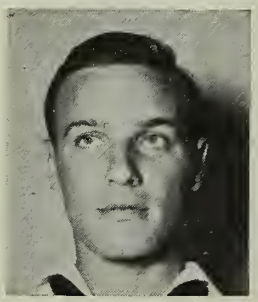
Teodore F. Taitano, ST1, Guam, M. I.: I prefer shipboard duty for the travel and adventure that you get in sailing the world, and meeting people of different races. I already have gained a great number of friends in my travels at sea.



Victor Barber, MOMM2, Seattle, Wash.: An incurable touch of the wanderlust makes me like shipboard duty the best by far. I like to move around and see people and things and countries. Besides, I joined the Navy to sail.



Danald M. Peltan, AERM3, Augusta, Maine: Give me a ship, preferably an aircraft carrier. I want to carry out my purpose in joining the Navy—namely to travel. I want to see and study the people in faraway lands.



Harley Ray Baker, Y1, Portland, Ore.: Overseas base by all means. I dislike living and working in hot, stuffy compartments aboard ship. I want fresh air and plenty of room. The worst shore duty is better than the best sea duty.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

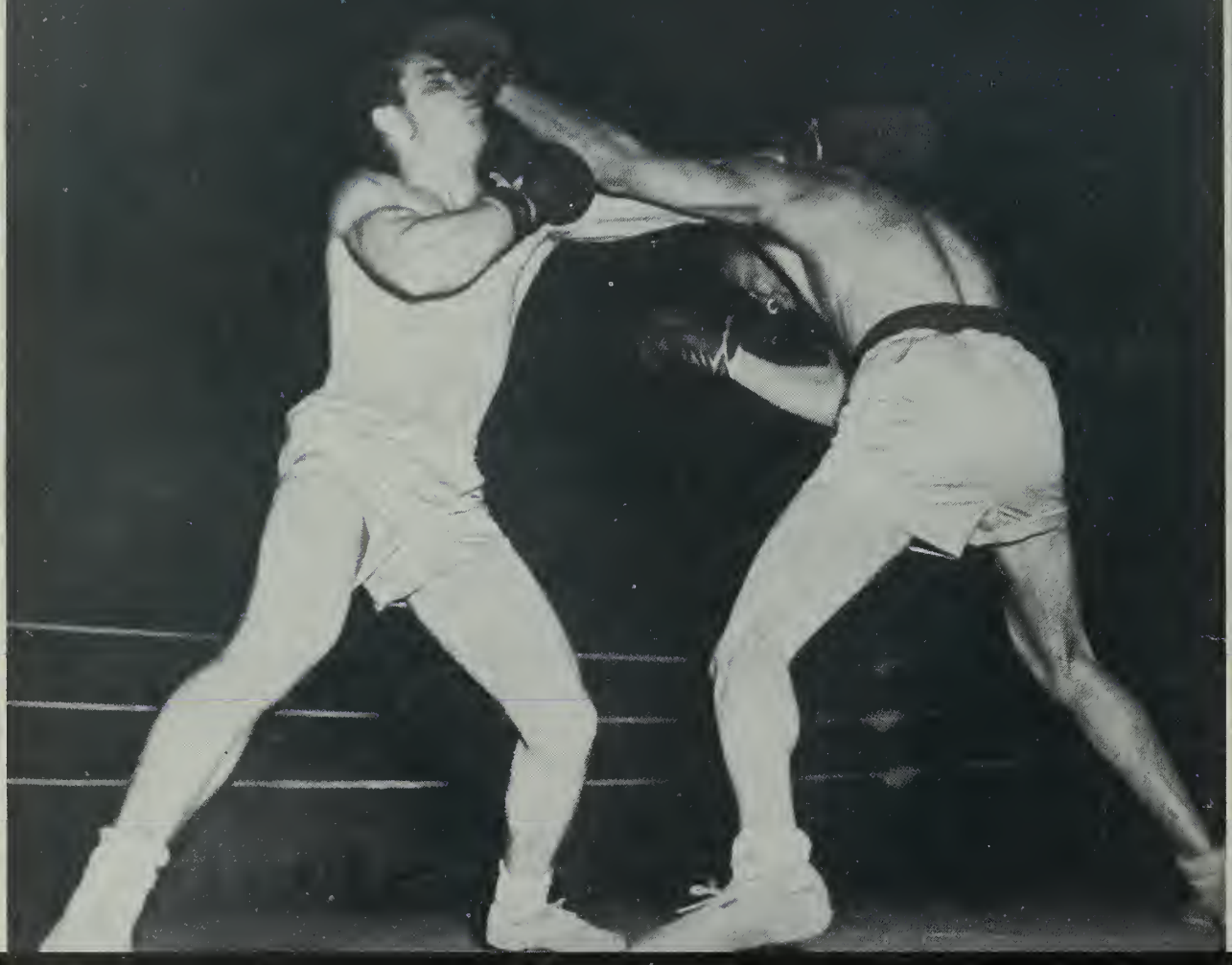
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT: When the ship's at sea, signalmen are expected to haist their signal flags in a matter of secands. Daily drills perfect the men in this strenuous and important task.**


BEND ON . . .

EVERY DUFFER A CHAMP...



THE TROPHIES ARE HEALTH AND FUN IN THE

NAVY'S SPORTS-FOR-ALL PROGRAM

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

May23'47

MAY 1947

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG




BATTERIES
FOR
TODAY'S GAME



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1947 NAVPERS-O NUMBER 363

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
The Fleet Keeps in Trim	2
Armaments and World Peace	6
Fuze Finders	9
They Live and Learn	10
Always on Duty	12
Honor to Submarines	15
All-Navy Sports Roundup	16
Deep Stuff	18
The Word and Legislative Roundup	20
Truxtun's Taut Ship	22
Marine Airmen	26
Letters to the Editor	28
Kodiak Kollege	31
Today's Navy	32
Books: Influence of Sea Power	38
Decorations and Citations	40
Bulletin Board	49
NROTC Entrance Exam Schedule	50
Reserve Officers Retained	52
Building Strong Naval Reserve	54
Changes in Uniform Regulations	56
Navy, MarCorps Recruiting Goals	58
Incoming Personnel Get the Word	59
Alnavs, NavActs in Brief	62
Broadbeam	63
Fantail Forum	64

• FRONT COVER: This smiling member of Uncle Sam's peacetime Navy is Walter S. Parks, PHM1, USN, of Eldorado, Ark., photographed on board LST 987. The picture was taken for ALL HANDS by Paul Bosner, S1PHOM, USN.

• AT LEFT: A battery of heavy rifles on ship of the Navy's Second Task Force belches smoke and flame as Culebra island is given a preliminary softening up prior to landing of 5,000 marines in maneuvers on tiny Caribbean island off east end of Puerto Rico.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. Inside front cover, top p. 3, bottom right p. 32, Press Association. Top p. 34, Marine Corps.

THE FLEET KEEPS



JAP gunnery officers used to dream of sights like this, in which big guns of USS *Iowa* bear on carrier *Boxer* in maneuvers.

TWO MONTHS of extensive maneuvers of both its Pacific and Atlantic forces have left the U. S. Navy confident, but wisely aware that only continuous training can overcome the handicaps of personnel shortages and inexperience and keep it ready for action.

Task organization, integration of varied types in coordinated operations, were stressed as two task forces squared off in the Pacific, and a full-scale amphibious landing was made in the Caribbean by Atlantic units. Earlier, the Atlantic Fleet had conducted naval maneuvers (see ALL HANDS, April 1947, p. 36).

Pacific units were divided into White and Blue Forces, and in Phase I of the maneuvers it was the task of the former, departing Kwajalein, to intercept and destroy the latter, which departed San Pedro and San Diego. Phase II combined the two forces into a heavy striking force for replenishment at sea, inter-type tactics and AA practice, culminating in an attack against the joint Army-Navy defense of the Hawaiian Islands. Phase III involved a study of results by naval and military commanders and a week of shore leave in Honolulu. Phase IV found Blue Force returning to the Pacific Coast conducting post-maneuver inter-type exercises and target practice.

The Navy used a new, postwar system of umpiring to assess results of PacFlt Exercise 2-47, a method based in war experience. New tables of assessment were drawn up, taking into account new tactics and new weapons, to enable umpires to make the most realistic ruling possible. Each ship in each force, and each flight of aircraft, carried an umpire. Each umpire rendered decisions taking into account armament and tactics employed, and consulting the standard tables. Decisions were transmitted up the chain of command, ultimately to reach Vice Admiral A. E. Montgomery, USN, Commander First Task Fleet and chief umpire for the exercises.

Task Force Organization, Integration of Activities Stressed in Atlantic and Pacific Maneuvers Aimed At Training, Experience

An interesting sidelight on the umpiring system is use of dice to assess damage in those situations where the element of chance is dominant and no hard and fast rules can be laid down. For instance, in wartime it was learned that two apparently identical attacks by aircraft against surfaced submarines might result in one kill and one clear miss, though armament, speed, time and other factors were equal. But it also was apparent that the law of averages governed in such attacks, and since the law of averages also governs dice (however you may feel personally about it) it was possible to devise tables which would allow a cast of the "bones" to determine whether a given attack was successful. Dice, in this way, determined the outcome of the first contact between White and Blue Forces.

The submarine *Segundo* was at-

tacked on the surface by anti-sub patrol planes of the Blue Force. When informed by the flight leader of the speed and armament used in the attack, the *Segundo's* umpire (her exec) entered his tables for those given conditions, found there the numbers he would have to roll to declare his ship out of action, rolled, and sank the *Segundo* for the rest of Phase I.

The umpiring system even allowed for future weapons development, as the Blue Force learned. On the eve of battle a formation of Fleet Air Wing Two's bombers swept over the Blues and unleashed a simulated guided missile attack. The Blue umpire, surprised at this turn of events, sent the following message to the chief umpire:

"This force attacked by many planes with guided missiles. Three partial reports received. Cannot assess damage to own force until receive additional data on attack including number and type of missile launched in each attack, number of aircraft each attack, launching altitude, true bearing of target at time of launch. Besides AA gunfire, launching was opposed by Superman launched from port catapult prior to attack, plus death ray which fortunately was put back in commission this afternoon."

But the Naval War College staff and other naval experts, who developed the umpiring system, had already thought of guided missiles. And so the chief umpire, unintimidated by the above message, ruled that the guided missile attack had resulted in a loss of efficiency for the carrier *Boxer*.

Greatest single-handed feat of the engagement occurred as the two fleets neared each other, their scouts probing ahead for the enemy. The submarine *Pomfret* slipped through the Blue destroyer screen at night, came to periscope depth in the middle of the Blue formation, and pumped 10 torpedoes into USS *Iowa*. The BB's umpire declared her out of action; the ship, however, remained in formation to allow her crew to train, although she was no longer considered a factor in the engagement.

Vice Admiral Montgomery gave full credit to *Pomfret's* skipper for a well-executed attack, but pointed out a shortage of qualified sonar operators may have helped the sub pass the destroyer screen. Just 20 trained sonarmen were divided among the 19 tin cans.

Damage was considerable during Phase I. Both forces were struck twice, Blue Force losing the *Boxer* and the *"Rexob,"* a mythical sister ship, and White Force losing the *Tarawa* outright and losing the *Princeton's* services at a critical period during which she would have been obliged to recover her aircraft. Both forces, thus, lost all their carrier aircraft in the melee.



ANTIAIRCRAFT gun of USS *Pocono* is trained by Rep. Dewey Short, Missouri, as crew members from his home state look on. Ship took part in Atlantic exercises.

Phase I was pretty much a draw when the White and Blue Forces joined up for a dress rehearsal against little Johnston Island and a full assault on the Hawaiians.

Johnston was, presumably, undefended. The fleet commanders had reckoned, however, without the gooney bird. Despite their relatively low performance specifications, the gooneys scored two-to-one against the great task force's air groups. A fanatically patriotic gooney successfully body-blocked the air scoop of a Corsair, making it necessary for the pilot to land on Johnston. His wingman accompanied him down. Days later, after repairs were made, the two were guided back to civilization by a Honolulu-bound NATS transport.

Phase II ended with an aerial attack against jointly-defended Army and Navy installations in the Hawaiian Islands. First-line defenders were erstwhile Blue and White submarines, and FairWing 2 patrol planes. Backing up the line were shore-based Army, Navy and Marine fighters and AA units. Lieut. Gen. J. E. Hull, USA, was designated by CincPac as Commander, Hawaiian Area, in over-all command of the joint defenses. As in Phase I, coordinated operations of submarines and land-based aircraft proved effective. The defenders were able to strike repeatedly against the surface force before it could launch its



TRACK of White Force patrol plane is plotted by radarman attached to staff of chief umpire. New method of umpiring was used to assess results of maneuvers.



MEDICAL officers were kept busy with real thing while others trained. Patient is transferred here from destroyer USS *Rogers* to USS *Iowa* for appendectomy.



LAUNCHING of drones aboard battleship USS *Missouri*, above, shows how Navy in

planes. Even so, 254 carrier-based aircraft roared in over Pearl on the morning of the attack. Air opposition was relatively light, because of the small number of aircraft available to the island defenders. Apparently the attack was realistic, for a Honolulu radio announcer was heard on one occasion advising his listeners that smoke observed over Pearl was caused by a burning cane field and not by aerial bombs.

Phase III found Honolulu laying out the welcome mat to 20,000 sailors of the 65-ship force, while a two-day conference was held at the Sub Base auditorium to examine results of the exercises. Among high-ranking officers who attended was Admiral Louis E. Denfeld, USN, CincPac. Most speakers at the conference agreed on these points:

- That similar or more extensive maneuvers should be conducted at least once a year.
- That personnel shortages, especially in technical fields, are acute.
- That increasing consideration must be given to defense against new weapons.
- That changes in the umpiring system, to allow even greater realism and speed of assessment, are necessary.

OTC of the White Force was Rear Admiral F. W. McMahon, USN, then ComCarDiv 2. OTC of the Blues was Rear Admiral O. B. Hardison, USN, ComCarDiv 5.

Ships of the White Force included carriers *Princeton* and *Tarawa;* cruisers *Pasadena, Springfield, Astoria* and *Oakland;* destroyers *O'Brien, Walke, Laffey, Lowry, Maddox, Brush, Taussig* and *Samuel N. Moore;* submarines *Blenny, Blower, Blueback, Boarfish, Segundo, Diodon, Caiman, Pomfret* and *Bugara;* oilers *Chikaskia* and *Cimarron.* Ships of the Blue Force included the *Boxer* and the *Iowa;* cruisers *Atlanta, Duluth* and *Tucson;* destroyers *Bausell, Agerholm, Stickell, Richard B. Anderson, Rogers, Perkins, Allen E. Sumner, Moale, Robert K. Huntington, Rowan, Gurke, McKean, Duncan, Henry W. Tucker, Ingraham, Turner, Charles P. Cecil, Furse* and *Newman K. Perry;* submarines *Beguna, Blackfin, Queenfish, Sterlet, Razorback, Brill, Seadevil, Seadog, Seafox* and *Carp;* oilers *Ashtabula* and *Kaskaskia.*



SUN SIGHTS are taken by AstSecNav for Air John Nicholas Brown (center) on signal bridge of USS *FDR,* assisted by ship's navigator and chief quartermaster.

Meanwhile, Atlantic Fleet units were winding up their exercise schedule, putting ashore the Second Marine Division on Culebra Island off the east coast of Puerto Rico. The operations plan assumed that the Caribbean Islands were enemy-held, and that Culebra was desired as a base from which to conduct future campaigns. Screen ships and fire support units converged on the small island the day before the landings to conduct softening operations. Live shore bombardments were carried out at a remote end of the island by the *Missouri,* cruisers and DDs.

The exercises did not startle the inhabitants of Culebra. They've seen it all before. Dewey, nearest town to the operating area, is a somnolent community of 800 souls who live the simple life. The residents philosophically ignored the fuss kicked up by the Atlantic Fleet. And during landing operations, MPs were stationed in the town to insure that local *cantinas* did not become military objectives.

Landing operations started with a saturation bombardment of the beaches by rocket ships, and four



peacetime exercises is keeping pace th the latest developments of science.



IMPORTANT role in maneuvers was played by fleet oilers in keeping combat ships going. Here USS *Cimarron* defies rough Pacific seas to fuel USS *Iowa*.

carrier-aircraft strikes. Underwater demolition teams were dropped in close to shore to set off 1,000 pounds of explosives against coral obstructions. The transports moved in, dropped their landing craft, and the marines swarmed down the cargo nets as they had done in Pacific campaigns. Waves of landing craft swept in upon the beach.

Aircraft and ships' gunfire covered the landings; amphibious vehicles waddled up on the beaches; Navy beachmasters set up their amplifiers; bulldozers cleared the way for heavy equipment; artillery was dragged ashore; communicators laid miles of wire. By nightfall, the marines had moved inland and dug in on high ground.

To add realism, hospital units set up among trees along the beach plucked occasional casualties out of the ranks from time to time, administered first aid, and evacuated them to the hospital ship *Consolation* offshore.

Value of the full-scale maneuver becomes apparent when it is realized that a relatively small number of the junior officers involved had seen combat operations, and nearly all the enlisted men were fairly new recruits.

A "relieving of the watch" in European waters occurred incident to the exercises. Ships which have been stationed in European and Mediterranean waters—for several months—including cruisers *Huntington, Fargo* and *Spokane*—joined the exercises early in the games, on their way home, and at the conclusion of the first phase of the operations several other units departed for the European and Mediterranean stations.

Among the ships assigned to the Second Task Fleet for the operations included the carriers *Franklin D. Roosevelt, Randolph* and *Leyte;* escort carriers *Salerno Bay* and *Sicily;* the *Missouri;* cruisers *Providence, Wilkes Barre, Dayton, Houston, Juneau, Huntington, Fargo* and *Spokane;* destroyers *Compton, Gainard, Soley, Purvis, Dickson, Hyman, Purdy, Beatty, Bristol, Vogelgesang, Steinaker, H. J. Ellison, C. R. Ware, Corry, New Fiske, Noa, Perry Warrington, R. L. Wilson, Zellars, Massey, D. H. Fox* and *Stormes;* submarines *Greenfish, Dogfish, Sablefish, Trumpetfish, Runner, Clamagore;* support vessels *Allagash, Caloosahachee, Chukawan, Pawcatuk, Wacamaw, Donner, Ft. Mandan, Daedelus, Quirinus, Great Sitkin, Consolation* and *Wyandot.*

A number of prominent naval men witnessed the operations, among them Admiral W. H. P. Blandy, USN, CincLant; Lt. Gen. Keller E. Rockey, USMC, Commanding General, Atlantic Fleet Marine Force; UnderSecNav John L. Sullivan and AstSecNavAir John Nicholas Brown.

In a post-operations summary aboard *Missouri,* Vice Admiral A. W. Radford, USN, Commander Second Task Fleet, declared the two principal aims of the exercises, inter-type training and technical experience, were achieved. He voiced the hope that Fleet exercises of this type might be made possible twice yearly to insure the Navy may regain the efficiency and integration that may be required of it. He also recommended such exercises to counteract the handicaps imposed by technical personnel shortages, high personnel turnover, and reduction in naval facilities.

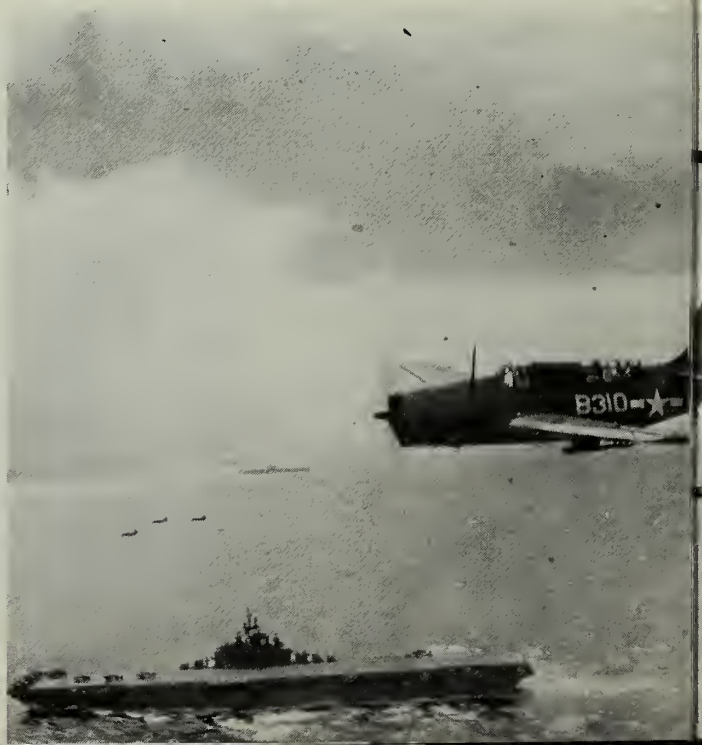


RECREATION at Honolulu followed strenuous weeks at sea. Hawaiians entertain beneath guns of USS *Iowa's* after turret during the ship's one-week visit.

ARMAMENTS

KEY TO SECURITY was displayed in maneuvers. Destroyers are replenished by battleship *Missouri* (above), while ship pilot (below, left) returns ashore in helicopter of USS *FDR*. Plane circles, in scene at right, to land on carrier USS *Boxer*.





—WORLD PEACE

THE UNITED STATES should maintain its military strength to keep the peace until the United Nations, as an organization, has reached maturity and can effectively begin rooting out the basic causes of war. This thought was stated by SecNav James Forrestal in an address before the Foreign Policy Association in Philadelphia. Some excerpts from Mr. Forrestal's address follow.

The title of the speech was "Armaments and World Peace." The Secretary commented: "The title I have chosen for this address is neither paradox nor hypocrisy, for armaments in the possession of a nation which hates war, far from being a threat to peace, are actually a means to keep it. Because arms have been used by aggressors with such terrible consequences, some people confuse the instrument with him who yields it, and attribute to inanimate weapons themselves the power to make war . . .

"Armaments cannot be made the whipping boy for man's inability to live at peace with his own kind. We must face the issue squarely and put the responsibility for war where it inescapably belongs: on man's inability thus far to settle the differences between nations without resort to force. This being true, to assume that peace is promoted by disarming peaceful nations is like proposing to eliminate criminals by disarming the police . . .

". . . it was not the arms that we possessed, but rather those we lacked that prompted the Japs to strike at Pearl Harbor. That bitter experience should have ended for all time any temptation to rely upon the ostrich formula . . .

"I cannot agree with those who advocate that the United States set an example to the world by disarming, without regard to the action of other nations. We would like to lead the world to ultimate reduction of the heavy burden of armaments, but we cannot afford, in the parlance of the prize ring, to lead with our chin. We cannot discard our defenses until we have the safeguard of a fool-proof system of collective security, and the development of such a system is a long and difficult job that has only just begun."

The Secretary commented that there are those who feel the U.S. is "planning war." He said, "I submit that the policy of the United States is the antithesis of war planning. Since VJ-Day, America has practically dismantled the greatest military machine in history and has concentrated its great resources on efforts to achieve peace and progress through cooperation with all nations."

The basic principle of American policy, he said, is that peace can be secured only by the removal of the political, social, economic and psychological conditions that are the real causes of war.

He said, "The United States is energetically engaged in exploring all possible routes to a peaceful, stable and prosperous world. Our government took the lead in establishing the United Nations and its specialized agencies which seek improvement in the political, economic, cultural and social fields. This country was largely responsible for the creation of the World Bank and the Monetary Fund to promote reconstruction and development of the world's resources. We contributed 73 per cent of the money to the emergency relief measures put into effect through UNRRA, and we now plan to continue relief expenditures on our own responsibility. The United States acted to support world economy through the British and French loans and the Export-Import Bank. Our government seeks to stimulate a revival of world trade through the Reciprocal Trade Agreements Act and the creation of the International Trade Organization.

"We have not hesitated to grasp the thorny problems of practical international politics. The United States . . . has pressed vigorously for prompt settlement of peace treaties with the defeated enemy countries. In order to reassure our wartime Allies and to underwrite our share of responsibility for postwar stability, we have offered to sign 25-year treaties guaranteeing the demilitarization of Germany and Japan—and in the case of Germany, we volunteered to extend the period to 40 years."

The development of a practical system of collective security must precede any drastic reduction of armaments, Mr. Forrestal said.

"The United Nations is the keystone in the edifice of peace which we are striving to construct and we have dedicated our energies and resources to its success. But as a human institution it is young and still in a formative state; it has not had time to be fixed in a firm mold. The charter is specific and definite, but all of its provisions are not yet in effect, and the procedures and precedents that will take form through the years are still few and flexible.

"While the United Nations is in embryo, the United States has a major responsibility in shaping it into an acceptable and effective instrument

Disarmament Is Dangerous And Misleading; U. S. Must Maintain Military Strength Until the United Nations Has Workable Peace Plan

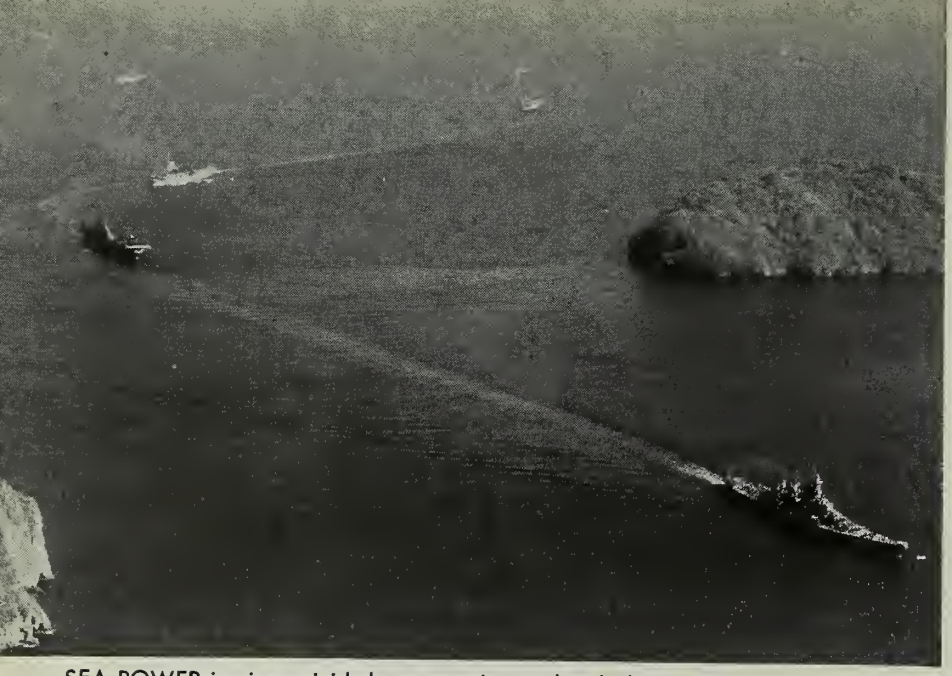


HOME TOWN provides topic for a talk by signalman and Under SecNav John L. Sullivan, both of Manchester, N. H.

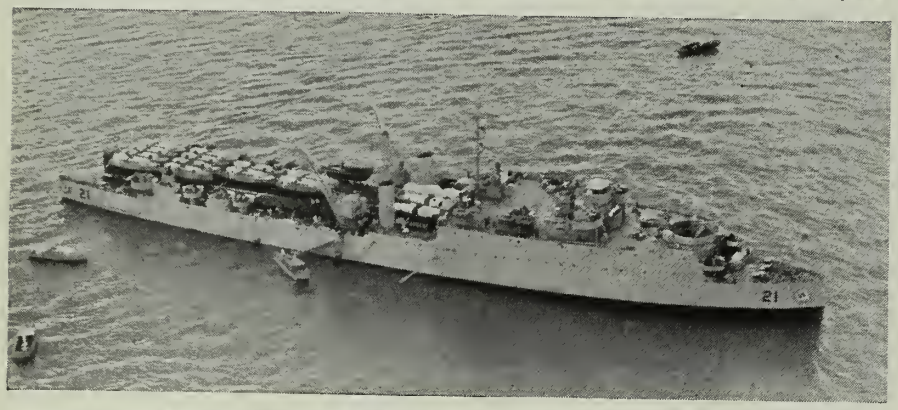


BARBER aboard USS *Iowa* wields shears (above) and ship's cook (below) fixes mountain of spuds for hungry mates.





SEA POWER is given vivid demonstration as battleship USS *Missouri* steams into Trinidad, B.W.I., followed by carriers USS *FDR* and USS *Randolph* and destroyers.



UNUSUAL TYPE ship in Atlantic exercises was USS *Ft. Manden* (LSD 21) (above). In Pacific, USS Moore (below) is impeded by seas as she refuels from USS *Princeton*.



for world well-being. Our practical sense tells us that in this still imperfect world, high principles and noble purposes are not enough. They must be backed up with sufficient strength to make our voice heard—and heeded. . .

"Our government, through repeated statements of the President and other officials, has made the American position clear. We do not propose to impair our powers of self-defense until the United Nations has put into effect a workable plan for the maintenance of peace by use, if necessary, of military forces under its control."

The Secretary declared the U.S. has a duty, under the U.N. Charter, to maintain armed forces strong enough not only to defend this nation but strong enough, until a United Nations force is an accomplished fact, to back up the policies of the United Nations. He said, "The forces we are required to maintain in fullfillment of any of these duties must be effective forces—trained men—weapons in operative condition—not paper armies and blueprints."

Mr. Forrestal pointed out that the term disarmament is dangerous and misleading. It is more realistic to think in terms of "arms control."

He said, "The first and most essential step in this direction is the control of the uses of atomic energy. The United States, first in the development of atomic power, has logically taken the lead in proposing measures for its control. That action is proof of our good faith. But realism will not permit us to be content with control in form only. . . We know we are dealing with a deadly force, and nothing less than one hundred per cent security will do."

The Secretary declared the U.S. is on logical ground in insisting that atomic control be high on the agenda for, "What would it avail the world if we abolished all other arms and left uncontrolled the weapon that can wipe out whole cities at one blow?"

The Secretary's concluding remarks were: "The current outlook for an agreement on atomic power is not promising, but we cannot despond. The settlement of this issue is difficult because it must be settled, where all our issues are: in the minds and souls of men. That is where the world's questions are being settled. The United Nations, despite its imperfections and disappointments, is the hope of the world.

"It is in the laborious, tedious work of unravelling the true causes of war in their obscure beginnings that the United Nations is justifying the hopes reposed in it. Where there are human misunderstanding, clashing desires, unbearable poverty, and lust for power—there you have the beginning of wars, and men will find the weapons to fight each other, whether with stone axes and poisoned arrows, or guided rockets and atomic bombs. The United Nations gives some chance to find our way to first causes, of which armaments are only an outgrowth and a symptom of deep-rooted ills . . ."

FUZE FINDERS



PROTECTION suit of 78 layers of nylon and mask containing viewing part of shatterproof glass are worn by man stripping fuze from the arming pin.

DISPOSAL TEAMS from the Naval Ordnance Disposal Unit, Indian Head, Md., are widely distributed over the world in former operational theaters of World War II. They have been assigned to handle explosives in operations ranging from rendering a souvenir mortar shell harmless, to the recovery and disposal of 1,900 rounds of live ammunition scattered by USS *Solar* when she exploded at an ammunition depot pier in April 1946.

Ordnance disposal personnel are fully schooled in handling, disposing and identifying U. S. weapons and all known types of foreign weapons, including rockets, torpedoes, booby traps, depth charges, land and sea mines, projectiles and demolition charges. Disposal men are trained as Navy divers, and receive instruction in underwater demolition and underwater photography. One underwater photographer was on duty with the Navy Antarctic Development Project.

The number of requests for disposal of mines washed up on beaches here and abroad is expected to increase. Time and weather, working on the mines and their moorings, will set more adrift and will make their disposal more difficult and hazardous. Most of the mines washed ashore have been ours and our allies', but mines belonging to former enemies have been found. When a Japanese torpedo washed ashore under the Golden Gate Bridge after the war, one of the highly-trained disposal teams took over and destroyed the missile. Some German and Japanese mines provide the additional hazard of anti-personnel booby traps set for anyone trying to disarm them or dispose of them.

Many reports of live explosives originate with civilians relaying the word to the nearest naval activity. The reports are dispatched to CNO, who details a disposal team to unarm the explosive. Since the Army has no comparable disposal squads, the Navy handles all work of this type.

At present there are 35 Navy officers and men and 10 Army officers taking the six-months course at Indian Head. Those chosen for the school must have had previous experience in this type of work, and must pass a rigid physical examination. New classes are planned to meet the expected increase in operations.



UNDERWATER mine is rendered harmless by the touchy job of removing the arming pin. This kind of work has been on the increase since the war's end.

More than 35 different explosives disposal operations have been completed by these teams since VJ-Day, mostly beached mines and loaded souvenir hand grenades and mortar shells reported to the Navy Department. Where possible, a protection suit of 78 layers of nylon is worn by the technician when disarming explosive weapons. Nylon gloves and a shatterproof glass mask complete the uniform.

Since the end of the war there has been a steady increase in ordnance disposal work. No job is too large or too difficult for the disposal teams—their work includes the recovery of unexploded test munitions at proving grounds. Specially trained in the hazardous work of rendering explosives harmless, these men have been sent to all parts of the world to perform their dangerous duty.

In commending the ordnance disposal program, Vice Admiral George F. Hussey, Jr., USN, Chief of BuOrd, said:

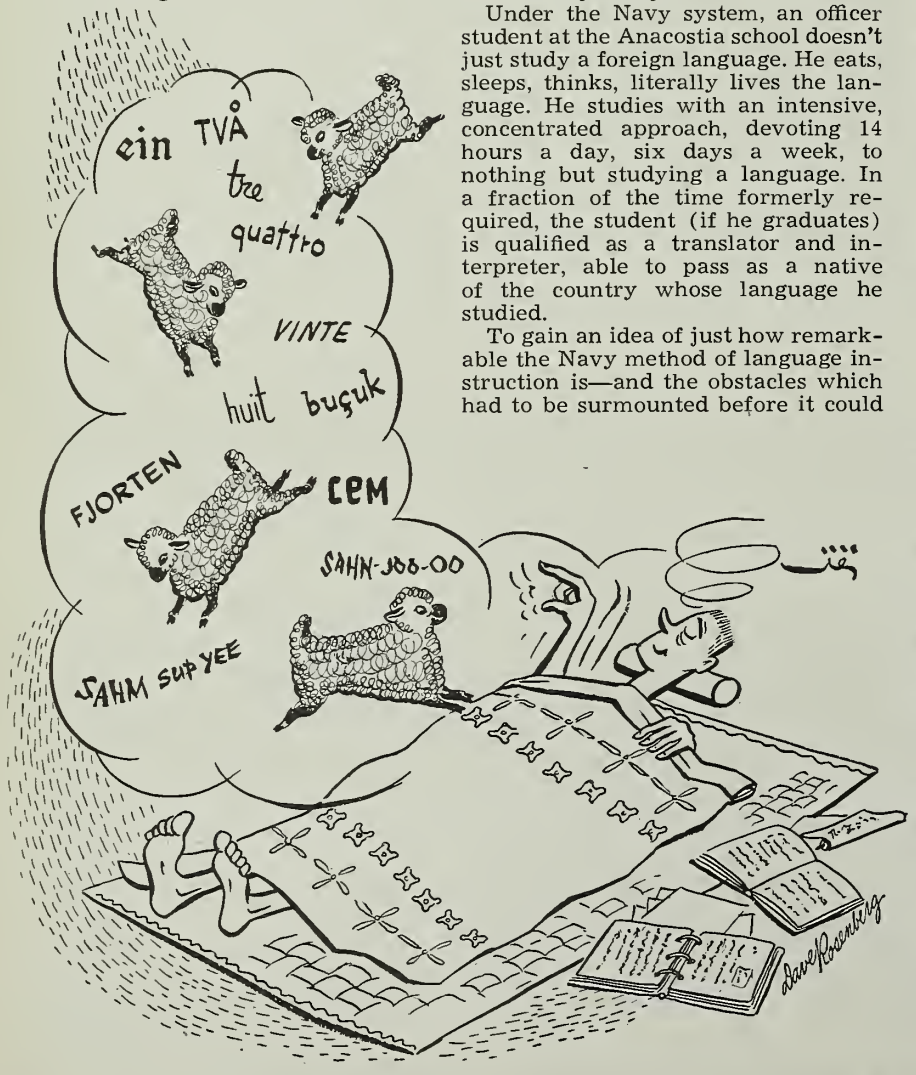
"The vital and courageous work done by the Naval Mine Disposal and Bomb Disposal personnel during World War II saved many lives and ships and facilitated military operations. These men, carefully selected for their physical endurance and thoroughly trained in this hazardous operation, deactivated thousands of mines, bombs and explosives in European and Pacific Theaters.

"Even in peacetime, their dangerous work is not yet finished. They must be ready to rush instantly to any part of the world to render safe or destroy stray mines which may wash upon shores.

"They also render valuable service at proving grounds in the recovery of unexploded developmental test munitions for subsequent analysis of malfunctions, thereby saving time and money in the development of new munitions."

THEY LIVE AND





A UNIQUE NAVY linguistic experiment, which battered down the baffling bulwarks of language behind which our enemies in World War II hid themselves, shows promise of revolutionizing teaching techniques in U.S. universities and colleges.

The Navy began its experiment back in those hectic days before Pearl Harbor, when it became apparent to naval leaders that to understand our foes—and to fight them successfully—we must understand their language.

Easier said than done? Perhaps. But the Navy adopted an entirely new approach to foreign language study and drove relentlessly ahead, overcoming prejudice, reluctance and skepticism of American educators, to plant its revolutionary system firmly in the educational field.

The wartime study program, considered by many high-ranking officers to be one of the most valuable contributions to successful naval operations in the Pacific, continues on an expanded scale at the Navy School of Languages, Anacostia, D.C., as one of the most important training activities in the Navy today.

Under the Navy system, an officer student at the Anacostia school doesn't just study a foreign language. He eats, sleeps, thinks, literally lives the language. He studies with an intensive, concentrated approach, devoting 14 hours a day, six days a week, to nothing but studying a language. In a fraction of the time formerly required, the student (if he graduates) is qualified as a translator and interpreter, able to pass as a native of the country whose language he studied.

To gain an idea of just how remarkable the Navy method of language instruction is—and the obstacles which had to be surmounted before it could achieve recognition—let's go back to those days of national emergency before the infamy of 7 December.

In late 1940 there was an ominous note in the air. Although we were on the verge of war with Japan, prosecution of which would require constant and widespread use of the enemy's language, there were only a dozen men in the naval service who were proficient in spoken and written Japanese.

Regular Navy officers had been assigned since 1922 to take a three-year Japanese language course in Tokyo, but up to 1940 the number trained did not exceed 65. Of these, only 12 were regarded as fully conversant with the Japanese language. Further complicating the situation, there did not exist in the Navy Department any working file or list of civilians who were competent Japanese linguists.

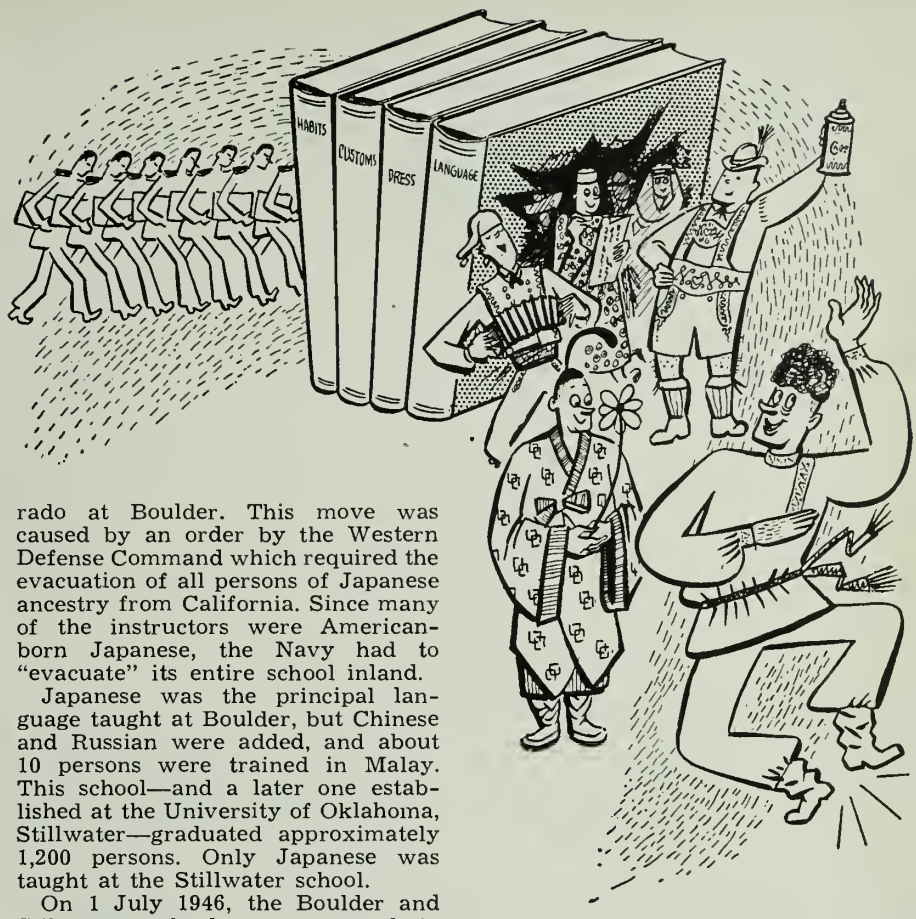
A nationwide search for Japanese linguists ended with a very gloomy result: Out of 600 American citizens who professed to have a knowledge of Japanese or Chinese, about 300 knew so little about either language that they couldn't honestly be classed as beginners. In effect, Japan had a tremendous linguistic advantage over the United States. For every American who had a working knowledge of Japanese, there were at least 100,000 Japanese who had a working knowledge of English!

It was commonly believed that the Japanese language was the most difficult in the world, that no occidental could hope to gain a working knowledge of it without at least 10 years of study in Japan, and that its teaching in America should be confined to the historical and philological aspects of the language. From this traditional method of instruction came students unable to read with ease a modern Japanese newspaper after four or five years of study.

The Navy, however, was interested only in obtaining, or training, men with a working knowledge of modern, everyday Japanese—the language as spoken and written by the people of Japan. There was only one answer: The Navy must devise an entirely new approach to language instruction, set up its own study course, and in a practical, down-to-earth way teach students what it wanted them to know.

Here the Navy met another obstacle: There was a lack of adequate teaching materials in the U.S., a factor which long had been one of the shortcomings of Japanese language instruction in America. It was decided to use as a basis for the new course the Japanese language readers prepared by a noted language teacher in Tokyo, N. Naganuma, who had taught many of the officers assigned to the old three-year course. A supply of these books was received from Japan in September 1941. They were duplicated immediately in sufficient quan-

LEARN



tity for the beginning of the first course the following month.

Schools were established under contract at Harvard University and the University of California at Berkeley, and to them were sent 47 men selected from the original 600 contacted in the nationwide survey. The members of this first class to test the new experiment were all native U.S. citizens with university degrees and high scholastic standing, between 20 and 35 years old, most of whom had lived and studied in Japan and China.

They also were pioneers. The new course in which they were entering was a shock to American language teachers and a definite challenge to the traditional method of instruction. Based on five of the Naganuma language readers, together with other specially prepared teaching aids, it proposed to produce—in a period of only 12 months—the equivalent of the three-year Tokyo course, or normal college study of 18 to 28 years!

At the end of the course, the student was expected to read and write approximately 2,000 Japanese characters and have a speaking vocabulary of 8,000 words. He was expected also to read with ease a Japanese newspaper, to converse in the language with fluency, to broadcast or receive a broadcast in Japanese, to translate documentary materials, and in general to handle the language in both its written and spoken form with relative ease.

A number of competent educators characterized the course as having revolutionized the practical teaching of foreign languages in the U.S. The chairman of the finance committee, Rockefeller Foundation, who is responsible for the assignment of the foundation's funds for the advancement of education, reported that the Navy's system has put the study of Japanese on a new, practical, intensive basis. So much so, he said, that its methods, techniques, organization and general principles of administration will be used as a model for the organization of all intensive language training programs in America which are sponsored by the Rockefeller Foundation and its many allied organizations.

That's the background of the present Navy School of Languages. It isn't the end of the story, by any means. The original Japanese language course was added to, with improvements, until today the roster of languages taught reads like a U.N. guest list: Chinese (Mandarin), Japanese, Russian, German, Portuguese, Italian, French, Spanish, Turkish, Greek and Iranian (with courses being developed in Egyptian and Arabic).

The original courses at Harvard and California were consolidated into one school at Berkeley when the contract at Harvard expired; later this was moved to the University of Colorado at Boulder. This move was caused by an order by the Western Defense Command which required the evacuation of all persons of Japanese ancestry from California. Since many of the instructors were American-born Japanese, the Navy had to "evacuate" its entire school inland.

Japanese was the principal language taught at Boulder, but Chinese and Russian were added, and about 10 persons were trained in Malay. This school—and a later one established at the University of Oklahoma, Stillwater—graduated approximately 1,200 persons. Only Japanese was taught at the Stillwater school.

On 1 July 1946, the Boulder and Stillwater schools were moved to Anacostia and combined with the Naval Intelligence School. Although the scope of language instruction was enlarged, the intensive and concentrated principles found so successful during the war were retained. Here's the study schedule now followed in producing qualified translators and interpreters: Chinese (Mandarin), 18 months; Japanese, 14 months; Russian and German, 6 months; Portuguese and Italian, 4 months; French and Spanish, 3 months.

Each day the student receives four hours of classroom instruction. No more than five students are assigned to any one teacher, allowing each student ample personal contact and guidance. In addition, he receives two hours of supervised study, and is then expected to spend at least eight additional hours on his own to keep up with his daily assignments. That's what is meant by "living with the language." In some courses, no English whatever is spoken after the first day or used in the class text; in no course is English used after the first three days!

Sounds tough? It is, and the requirements for entrance (as outlined in BuPers Circ. Ltr. 89-46; NDB, 15 April) are equally tough. Applicants (they must be male commissioned officers of the Regular Navy or Reserves accepted for transfer to USN), among other things, must have completed a minimum of 2½ years of college or Naval Academy work, and must be 19 to 29 years of age, with no exceptions on this point because it has been found that older students can't carry the load.

Under joint agreement, the Navy accepts students for language training from the Army, the State Department, the Central Intelligence Group, and other Government agencies.

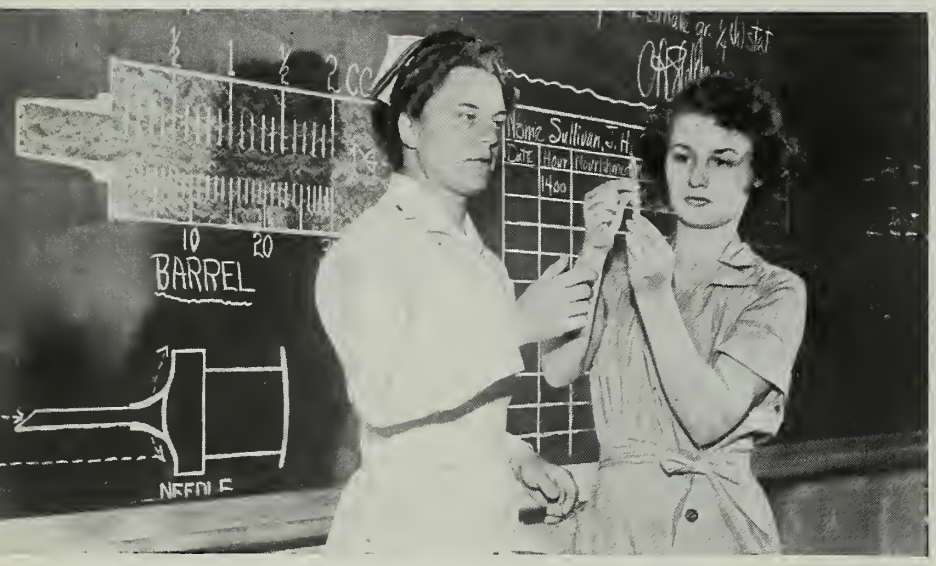
A student's knowledge of a foreign country does not end with language. After completing the language course, he spends several weeks in "area study," in which he studies the geography, history, economics, politics and other factors of the country. Then comes a rather unorthodox examination before graduation. His only preparation for this is a complete knowledge of the language and country. Others who are studying the same language are invited to attend. The student being examined never knows what to expect—perhaps he will be quizzed at length and then will be asked to speak for 20 minutes on the economics of the country—in the language of that country, of course. Perhaps it is something entirely different. Nothing follows a set pattern, and the student just has to know his subject thoroughly.

The Navy began its language training when it became apparent that the barricades of language must be broken down before we could know our enemies in World War II. It is felt that in the postwar era, it is just as apparent that this language barrie must be dispelled before the Navy can understand America's world neighbors—and thus play its part in the future preservation of world peace.

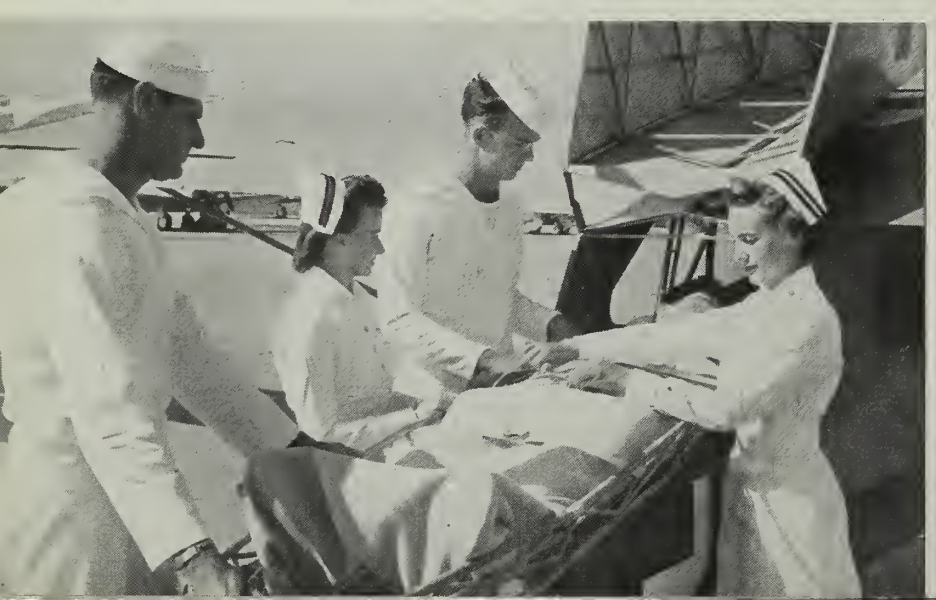
ALWAYS



WHERE MEN were hurt, there you found Navy nurses in the recent war. Today the Nurse Corps is still fighting the battle against old wounds and sickness.



NURSE teaches Wave the 'mechanics' of the hypodermic needle, above. Navy nurses and hospital corpsmen prepare a patient for helicopter trip, below.



A WOMAN'S work, they say, is never done.

Like, for instance, the Navy's nurses, for whom one war has ended but another still rages—the battle against sickness and disease.

Through the misery of two wars, the Navy nurse has found great but humble satisfaction in the knowledge that while she cannot replace a man—and has no desire to—no one can replace her in sustaining and comforting the fighting men of her country. Today, the Navy is inclined to agree with her, but her recognition was slow in coming.

The first seed for the Nurse Corps was planted in 1811, when a young Navy surgeon, Dr. William P. Barton, in a far-sighted report to SecNav recommended that nurses be included among the personnel of Navy hospitals.

The seed was planted, but it took almost 100 years to germinate. It was definitely a man's Navy, and the doors were closed to women. The ships' surgeons who cared for men of the Fleet were aided only by untrained members of the crew.

However, as medical care for military men began to assume new importance, these surgeons felt a growing need for trained workers. Progress, however slow, is inevitable, and in 1842 the Bureau of Medicine and Surgery was established by Congress. Later, in 1898, the Hospital Corps was authorized.

Meanwhile, spurred on by the heroic work of Florence Nightingale in the Crimean campaign, the nursing profession was gaining the respect of medical men and the public alike. Women nurses were beginning to be considered as indispensable in the operation of all hospitals of repute.

At first, this trend was opposed bitterly by military leaders. Florence Nightingale had been regarded openly by many Britons as a troublesome, meddling woman. Others abhorred the idea of women participating in war. But the spirit which had declared, "I can stand out the war with any man!" persisted, to become respected by peoples of all countries.

During the Civil War, some American women performed a courageous service for both sides in caring for the wounded. Although their self-sacrifice was above reproach, these women mostly were volunteers without training. The horrors of the war did much to stimulate wide interest in training nurses. During that conflict the Navy outfitted its first floating hospital, the *Red Rover*, a river steamer captured from the Confederacy. After the siege of Vicksburg, Catholic nuns of the Sisters of Mercy went aboard to care for the wounded.

The Navy's first trained nurses did not comprise an official unit, but were a group of women employed at the Naval Hospital, Norfolk, in 1898 to

ON DUTY

care for the sick and wounded of the Spanish-American War. They were neither enrolled nor enlisted, and were not sure even of being paid. By verbal agreement they were to be reimbursed for traveling expenses and receive moderate pay "if means could be found for such." Eventually, they were paid from a fund not appropriated by Congress. These women served for 50 days.

At various other times, the Navy employed trained nurses on a contract basis to meet nursing needs in certain naval activities. However, the fight for a Nurse Corps continued unsuccessful. This, despite the continued efforts of Dr. Barton, who had become the first Chief of BuMed, and those who followed him.

That was the germination period of the Nurse Corps, which was climaxed on 13 May 1908, when Congress established the corps as an integral part of the Navy.

With the corps established, nurses were assigned to the Naval Medical School Hospital, Washington, D.C. A superintendent, a chief nurse, and 18 nurses comprised this first group, which is referred to as the "Sacred Twenty." Since the Navy did not provide quarters for them, they were forced to rent a house and open their own mess.

Following this beginning, nurses were sent to naval hospitals at Annapolis and Brooklyn in 1909. Soon they were being ordered to Mare Island and other hospitals. The Navy sent its first nurses to the Philippines in 1910, and soon after to Guam, Honolulu, Yokohama, Samoa, the Virgin Islands, Haiti and Guantanamo Bay, Cuba.

As the Navy's only women, these nurses were a unique group. Congress had designated them as neither commissioned officers nor enlisted personnel, but they had military status. Decisions of the Judge Advocate General on several occasions officially recognized them as members of the naval service, amenable to naval discipline.

This "in-between" status continued through the years until 3 July 1942, when an act of Congress granted nurses permanent relative rank of commissioned officers. This was followed on 26 Feb 1944 by another law which gave actual commissioned rank to Navy nurses during the war and for six months thereafter.

Members of the Nurse Corps had received the courtesies and enjoyed the privileges of officers of the Navy. This new recognition, however, brought honor and dignity, as well as increased authority consistent with the responsibility they carried. Legislation which will permit them to retain permanently their commissioned rank, and which will give the corps a distinct military status, has been passed by the present Congress and signed into law by the President.



OUT-PATIENT care of wives and children of Navy men is an important duty of nurses in hospitals. Here, Navy nurse hands new baby to proud mother.

The young corps of nurses, along with America's nursing profession, met its first challenge in World War I. By that time, nursing had developed into a well-organized unit of society which had succeeded in sweeping aside many of the prejudices of earlier days. Schools of nursing had been established and training followed approved educational planning. Nurses took advantage of the war-born opportunity to establish their worth for all time. In this, Navy nurses shared creditably. They were assigned to hospitals in England, Ireland, Scotland and the French coast. Some, on loan to Army units, served in the field in France. Four were awarded the Navy Cross, and two others received the Army citation "for special, meritorious and conspicuous service."

War demands had increased the ranks of the corps to a peak of 1,460 trained nurses, but a sharp reduction came after the war's end. During the next 15 years the corps numbered about 500, while in 1935 the number was reduced to 332 as a result of the Government Economy Act.

In the peacetime period the nurses kept abreast of the many new discoveries and developments in their profession and in medical science. The greater acceptance of nurses within the military sphere and the opportunities for travel and service in foreign countries attracted many young women of spirit and imagination. This served to animate the corps and counteract any tendency toward relaxation into a routine, uninspired service unit. The nurses followed the Fleet, caring for the men and assisting in public health programs instituted by the Medical Department in remote areas. The record is crammed with varied experiences, from the teaching of native girls on primitive Pacific islands to assisting in major surgical operations at sea, on board the white hospital ships.

The Navy nurse had thus prepared herself for her second and greatest challenge, World War II. Further preparation had come in 1939, when the Naval Reserve Act permitted recruiting qualified nurses for the Reserve Nurse Corps (there had been no enrollment in the Reserve component during the period of retrenchment). Much of the credit for the work done by the nurses in the war goes to these women who served as Reservists alongside those of the regular corps all over the world. On 31 July 1945, the Nurse Corps totaled 11,021, of which 9,222 were in the Reserve.

When the Japanese attacked, Navy nurses were on duty at Pearl Harbor, Kaneohe Bay, the Philippines, Guam and aboard the USS *Solace* (AH 5). Eleven were captured at Canacao, in the Philippines, and imprisoned for 37 months. During their period of imprisonment, these nurses worked under great hardships to care for the sick and wounded in the internment camp. All were awarded the Bronze Star Medal by the Army, a Gold Star in lieu of a second Bronze Star Medal by the Navy, and the Army's Distinguished Unit Badge.

Five nurses captured on Guam were liberated after having been interned in Japan for six months. One of these nurses returned to the island with the first nurses to set foot on Guam after it was recaptured from the Japanese. Work done by Navy nurses in training native girls on Guam was of great benefit to the Guamanians. After the island's capture, these native girls supplied the only skilled care for their people.

One Navy nurse who was a member





NURSE INITIATES Wave into mysteries of medicine cabinet (left, above). At right, nurse poses against funnel of *USS Refuge*, on which many nurses sailed. When war came, Navy nurses were on duty in Pacific. Some were Jap prisoners.

of an operating unit serving with the Army on Bataan escaped from Corregidor in a submarine to Australia. Upon her return to the U. S. in 1942, this nurse, Lt. Ann A. Bernatitus, was awarded the Legion of Merit. She was the first person in the naval service to receive the decoration.

In addition to serving at hospitals and other medical facilities in the U. S. and overseas, and on board hospital ships, the Navy nurse assumed a new role in World War II. This was duty with the Naval Air Evacuation Service, which flew the wounded from target areas back to hospitals. Each 12-plane squadron operated with a flight surgeon, 24 flight nurses, a Hospital Corps officer and 24 pharmacist's mates. The first flying teams arrived in Guam in early 1945, after a training period during which they made transcontinental U. S. trips with wounded. During the Iwo Jima and Okinawa campaigns these teams worked tirelessly in flying out the wounded. Sometimes they had to circle the landing fields for as long as an hour, because the airstrips were under enemy fire. In a period of 30 days, approximately 4,500 wounded were flown out of Okinawa alone.

The evacuation service established this efficient procedure for transporting the wounded from target areas: The squadron flight surgeon and several pharmacist's mates were aboard the first hospital plane to land on the captured air field. With the aid of his pharmacist's mates, the surgeon established an evacuation clearing station near the field, where patients were collected and screened for air transport, receiving necessary treatment prior to flight. Hospital planes landed, were loaded and took off again in about 45 minutes. The flight nurse was responsible for all patients on board.

In the Pacific, Navy nurses were the first American women to be sent to the islands north of New Caledonia. The first group went to Efate, in the New Hebrides, where they cared for the wounded from the long Guadalcanal campaign—Army, as well as Navy and Marine Corps personnel. Others were on duty in New Caledonia, New Zealand, Australia, New Guinea and other islands of the Pacific.

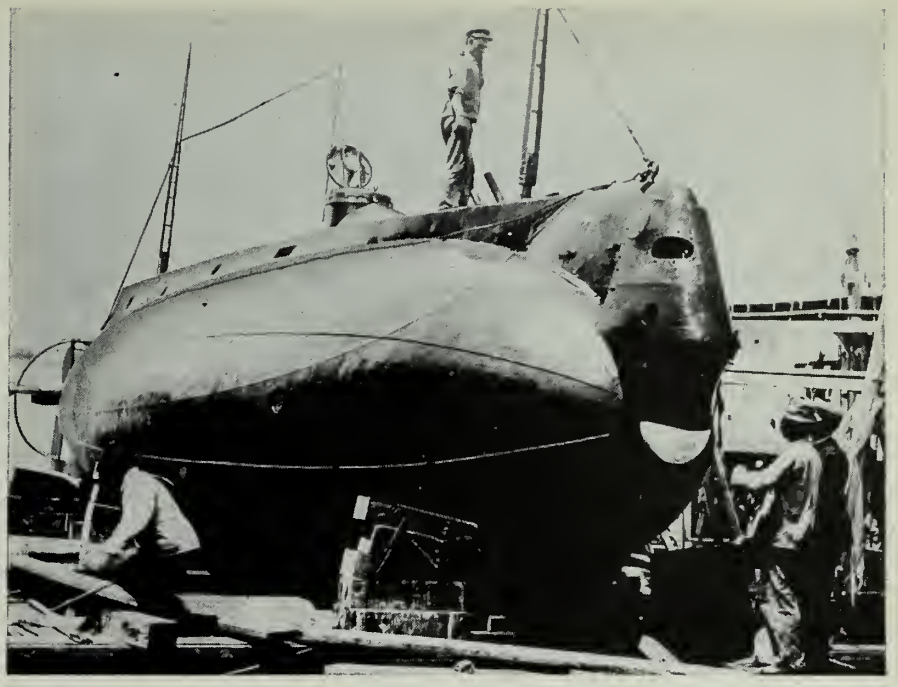
Aboard hospital ships, Navy nurses followed the Fleet in its assaults upon Jap-held islands, picking up the wounded and carrying them back to base hospitals. One such ship carried 1,965 patients from Iwo Jima in two trips, and 4,009 from Okinawa in seven trips. It was just luck that no Navy nurses were killed in action.

That, briefly, is the job done by the Navy nurse in World War II, a job which did not end with the peace. The war's aftermath brought long months of caring for the wounded, of transporting them back to the U. S. The battle still is not over. Navy nurses now are engaged in the long-term program of rehabilitating thousands of Navy men still in naval hospitals. It's a tremendous task, and in order to meet it, the corps has asked that 200 Reserve nurses return to active duty for at least a year. They will return at the rank they held when they left the service, and will have continental U. S. duty. The regular Nurse Corps also is open, with many billets still to be filled. The ranks are being built up slowly, but surely.



FORTUNES of war carried some nurses to exotic spots. This wartime photograph shows nurses taking advantage of the sun on South Pacific island beach.

HONOR TO SUBS



OUR FIRST sub was the *Holland*, built in 1898 by John P. Holland. She displaced 74 tons, was 55 feet long, and had one deck tube for 18-inch Whitehead torpedo.

A MONTH after USS *Holland*, the Navy's first submarine, had been placed in commission, a report to SecNav stated in November, 1900:

". . . and while the *Holland* seems to have created a favorable impression, it is too early yet to say much with regard to the practical utility of boats of this type for war purposes. Undoubtedly, the moral effect of their known or suspected proximity will be considerable."

Well, it may have been moral or it may have been something more tangible; at any rate, the numerous descendants of that early *Holland* exercised such an influence that Japanese shipping pretty well carpeted the floor of the Pacific Ocean by the time World War II was over. And the handful of officers and men who put their faith in the little *Holland* at the turn of the century seem now, in retrospect, to have been prophets of considerable honor.

It was to pay them and the service they founded proper respect that 11 Apr 1947 was designated Submarine Anniversary, the first of what will be an annual series, just 47 years from the date of the *Holland's* acceptance.

The *Holland* was designated a submersible torpedo boat when she was accepted for naval service in 1900, and she was named for John Philip Holland, American inventor and head of a company which was the predecessor of the now-noted Electric Boat Company of Groton, Conn. The pioneer submarine measured 53 feet in length and displaced a puny 74 tons; her beam was just 10 feet. A 50-horse gasoline engine powered her on the surface, and a storage battery and electric motor drove her underseas. She mounted a bow torpedo tube and could carry three torpedoes. She also mounted a gun designed to hurl explosives through the air, but this proved impractical. She had been built by the inventor himself, using such meager funds as he possessed, supplemented by what he could induce foolhardy citizens to lend him.

The *Holland* was not the first submarine this man had built, though she was the most advanced type he had attempted. Still she was beset with bugs. Once, with all preparations made for a series of trial tests and exhibitions, she quietly foundered at her moorings. Someone, it turned out, had left a sea valve open.

Raising the *Holland*, the inventor found he could not stand the expense of breaking down the motor to dry it. An ingenious employe of the company from which he purchased the motor dried the windings and parts by converting one end of the double-ended armature into a generator and forcing current in the other end. As a result, Mr. Holland asked the employe, Frank T. Cable, to join him, and the two became an effective team in submarine development.

The little submarine underwent many tests after her Navy acceptance, and a public exhibition was given in the Potomac River near Washington, D.C., for Admiral George Dewey, his staff, and members of Congress, before she was commissioned 12 Oct 1900. She was, by that time, under charge of Lieut. H. H. Caldwell, USN, and a crew of five volunteers.

After her commissioning, Lieut. Caldwell and his volunteer crew took the craft on a 166-mile cruise from Annapolis to Norfolk, making the trip in two days. On one occasion, they managed to coax a speed of seven knots out of the boat.

Holland served for many years as a training and experimental vessel, performing out of all proportion to her tonnage in founding the "silent service." She became the model for many later submarines. She was stricken from the Navy list in 1910, and eventually sold to a scrapper. He requested, and received, Navy permission to put her on public exhibition in 1915, but her scrapping apparently was completed in 1917-18.

The Navy bought the *Holland* originally for $150,000, in comparison to the six to eight million dollar price tag on World War II fleet type subs. Submarine design had come a long way in those 40 years. The underseas boats that made history in World War II were more than 300 feet long, carried almost 100 officers and men, could cruise up to 15,000 miles without refueling and were capable of surface speeds up to 20 knots. They displaced 1,500 tons, could carry 24 torpedoes and one or two 5-inch guns and smaller automatic weapons.

But for all their bulk and power, they can credit in more ways than one the "moral effect" of USS *Holland*—submersible torpedo boat—for their present state of eminence in the modern navy.



HOLLAND is buttoned up here and starting her dive. She had a submerged speed of two knots, crew of one officer and five men. She carried three short torpedoes.

Boxing, Baseball Highlight All-Navy Sports Program

Tentative Schedule For Tourneys Listed

Tentative schedule for All-Navy sports championships during the next fiscal year has been released in a circular letter. Events will follow, in order, the All-Navy boxing championships in San Diego the first week in June. Locations for future championships have not been decided. The schedule:

Tennis, third week in July; swimming, third week in August; softball, first week in September; baseball, second week in September; football, last week in November; wrestling, second week in February, 1948; basketball, second week in March; boxing, first week in June.

The All-Navy football championship will be determined in a game pitting the two teams considered best in the Navy (including Marine Corps). The two teams will be selected on the basis of season's record considering pertinent factors, such as comparative scores and caliber of opposition.

Golf was not scheduled during fiscal 1948 because many activities already have participated in the Inter-Service Golf Tournament. In the future, however, an All-Navy Golf Tournament will be scheduled the second week in August.

RULES FOR SPORTS PARTICIPATION

Rules governing participation of naval personnel in athletic contests have been revised in a SecNav letter which is particularly timely in view of current interest in the revived All-Navy Sports program.

The letter to all commands (NDB, 31 March) also restates the Navy's physical fitness policy. This, SecNav says, places emphasis on participation in athletics, and every effort should be made to promote Navy sports, particularly on an "all hands" basis.

The revised rules are as follows:

● **Composition of Teams**—Teams representing a naval activity may be composed of commissioned and non-commissioned personnel of the Navy and MarCorps (and their reserve components) on active duty not for training only. Not more than 50 per cent of a team taking part in a game at any one time shall be commissioned officers. Teams composed solely of commissioned officers may be established, but they may not represent the naval activity as a whole. Also, recreation funds must not be used to support them in an amount exceeding the percentage of total commissioned as compared to total non-commissioned personnel attached to the activity. Commissioned officers may not compete as members of boxing or wrestling teams.

● **Outside Competition**—Contests are permitted with high schools, colleges or other bona fide amateur teams. When such games are played on the opponent's home grounds, every effort shall be made to admit service personnel free of charge. The Navy team may accept the usual financial guarantees.

Competition in leagues off naval reservations is permitted, provided that the leagues are composed of and directed by bona fide amateur organizations. A nominal admission charge is permitted to meet operating costs of the league competition, however.

Participation in sanctioned local, district, state, area or national AAU championship events or other recognized amateur organizations is permitted, provided the individual or team represents the naval activity to which attached. According to AAU rules, naval personnel and teams are not required to become members of the AAU, nor are their activities required to pay for sanctions. Navy or MarCorps activities must certify that their entries meet AAU eligibility requirements when they participate in events governed by AAU rules.

Normally, competition with professional teams is authorized only on naval reservations for the entertainment of naval personnel.

Individuals competing in any contests off naval reservations must be identified as representatives of the Navy or MarCorps, and shall not accept money for their participation.

Naval personnel are not permitted to compete in games, contests, or exhibitions conducted by promoters or groups operating for purposes of personal or organizational financial gain.

● **Benefit Contests**—Benefit contests sponsored in connection with the annual fund-raising drives of charitable and welfare activities of recognized national scope, including Army and Navy Relief Societies, are authorized. However, the net profits must go to those organizations.

● **Approval of Participation**—Exceptions to the above policy shall be submitted to BuPers for decisions concerning naval activities, and to the Commandant, MarCorps, for MarCorps activities.

The letter emphasized that its provisions were not applicable to athletic teams representing the Naval Academy or student personnel assigned to NROTC units in colleges and universities.

Mississippi Team Wins

Boxers of USS *Mississippi* (AG 128) have become the first Navy team in history to win the Virginia State amateur boxing championships. Winning the finals with a team score of 22 points, the *Missy*-men crowned two state champions and captured four trophies. The team had previously annexed lightweight and welterweight novice crowns in the Tidewater Amateur.

Top honors went to Jimmy Ithier and Don Stewart, who won the Tidewater and Virginia titles in the 135-pound and 147-pound novice classes, respectively. Ted Luppino, 175 pounds, cleared away all opposition in the open class in preliminaries, but was decisioned in each of the finals. Other *Mississippi* boxers who went to the finals, where they lost by decision, were Rod Campbell (126), Bill Britton (160), Harry Favre (175) and Al Noel (126 open).

As a result of their success, the *Mississippi* team now has its sights set on the All-Navy boxing eliminations and championships, the latter to be held in San Diego during the first week in June.

Marine Sports Plans

To provide information on which to base Marine Corps plans for participation in All-Marine Corps, All-Navy, naval command and district athletic tournaments, Marine commands were directed to submit certain pertinent information to headquarters, Almar 27-47 announced. Information was to be submitted as an addendum to the special services quarterly report for the period ending 31 March, as follows:

• Number, types, condition, spectator capacity and suitability for tournament use of all athletic fields, courts, pools, golf courses, bowling alleys and other sports layouts of standard size and under MarCorps jurisdiction.

• Local conditions for accommodating visiting teams; numbers of officers and men who can be accommodated.

• Statement of intention to compete if All-Marine Corps, All-Navy, naval command and naval district tournaments are held this year in boxing, tennis, swimming, golf, softball, baseball, track, football and basketball.

VPP-1 Wins Tourney

Photographic Squadron One of Camp Miramar, Calif., nosed out the Gunfire Support School, NAB, San Diego, in the finals of the San Diego Army-Navy YMCA Volley Ball Tournament, 15-12, 14-16, 15-11. Teams finished the tournament in this order: VPP-1, Gunfire Support School, Marine Corps Base Dental Clinic, USS *Prairie*, USS *Ft. Marion*, MCB Troop Training Unit, Fleet Sonar School, 11ND Headquarters, MCB Sea School, Navy Field.

Hawaiian Quintet Takes All-Navy Court Title

All-Navy basketball champs, 1947, are the men of the Naval Hawaiian Area quintet who swept aside strong opposition in the first All-Navy Basketball Championships at NTC, Great Lakes, March 26-29. The Hawaiians defeated the Second Marine Division of Camp Lejeune, N. C., 57 to 45 in a decisive finale.

Eight teams selected from the Navy at-large in area elimination tournaments traveled to Chicago for the championships. Results of championship play were as follows:

In the first round games 26 March, Naval Hawaiian Area defeated NAS, Moffett Field, 46-33; Marine Barracks, Quantico, defeated Naval Air Training Bases, Pensacola, 64-54; Second Marine Division, Camp Lejeune, defeated Naval Air Technical Training Command, Jacksonville, 57-56; Marine Corps Air Station, El Toro, Calif., defeated NAS, Quonset Point, 59-41.

In consolation bracket semi-finals 27 March, Moffett Field defeated Pensacola 48-40, and Jacksonville defeated Quonset Point 63-52.

Championship bracket semi-finals were played 28 March, and Hawaii defeated Quantico 59-46; the Second Marine Division defeated El Toro 50-46.

Finals were held 29 March. In the consolation bracket, Jacksonville defeated Moffett Field 56-39. In the championship bracket, the semi-finals losers battled for third place, El Toro defeating Quantico 58-48; Hawaii defeated the Second MarDiv 57-45 to decide the tournament winner and the second place club.

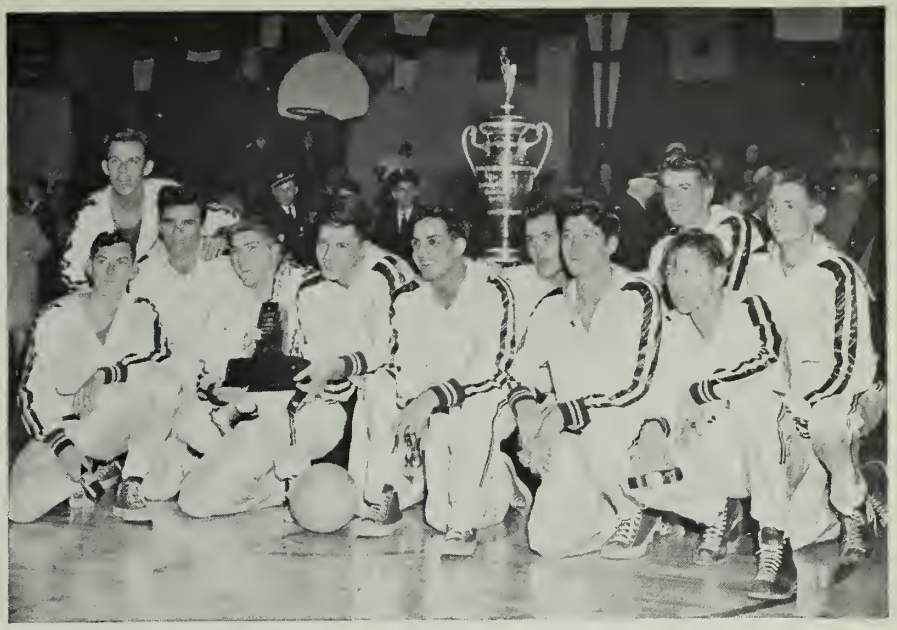
Box score of the final game appears below.

As distinguished from purely Fleet championships of prewar days, the basketball championships was the first in what is planned as an annual series of truly All-Navy championships in many major sports.

Navy officials who attended the championships were unanimous in their comment that if future championships are as well-administered as was the basketball play, for which Com 9 and NTC, Great Lakes, were co-hosts, their success is assured.

The winning team earned the right to have its name inscribed on SecNav's perpetual basketball trophy, the first team to be listed on the cup. Each participating team was given a team award, and each individual participant received an award—gold belt buckles with belts for the winners, silver buckles with belts for the second place team members, and gold or silver medallions for members of other competing teams.

The box score:



ALL-NAVY basketball champions, from left to right: Dennis, Collett (standing), Wells, Castano, Ellis, Appedisano, Winans, Brawley, Henthorn, Ray, Hatch.

Naval Hawaiian Area

	G	FT	TP
Collett (f)	4	3	11
Wells (f)	2	2	6
Castano (c)	0	1	1
Winans (c)	1	3	5
Brawley (c)	5	0	10
Ellis (g)	3	3	9
Ray (g)	2	3	7
Hatch (g)	0	0	0
Appedisano (g)	4	0	8
Totals	21	15	57

Second Marine Division

	G	FT	TP
Turek (f)	5	2	12
Johnson (f)	3	1	7
Sigmund (f)	3	3	9
Morrisey (c)	2	0	4
Engel (g)	0	2	2
Lowe (g)	3	0	6
Woods (g)	0	3	3
Rittiner (g)	1	0	2
Totals	17	11	45

Officials: Joe Rieff (Northwestern University) and Joe Conway (Waukesha, Wis.), Big Nine Conference officials.



HERE'S action in All-Navy tournament finals, when Naval Hawaiian Area squad (shiny trunks) beat 2nd MarDiv.

Chief Top Golfer

The first nation-wide Interservice Invitational Golf Tournament, held at Augusta, Ga., was won by Joseph C. MacDonald, ACMM, USN, of NAS, Banana River, Fla. MacDonald had a 36-hole score of 72-75—147, to nose out Col. James Wilson, AAF, by one stroke.

Participating in the tournament were 148 officer and enlisted personnel of the Army, Navy, Marine Corps and Air Corps. Of the Navy's entries, 27 per cent were enlisted men.

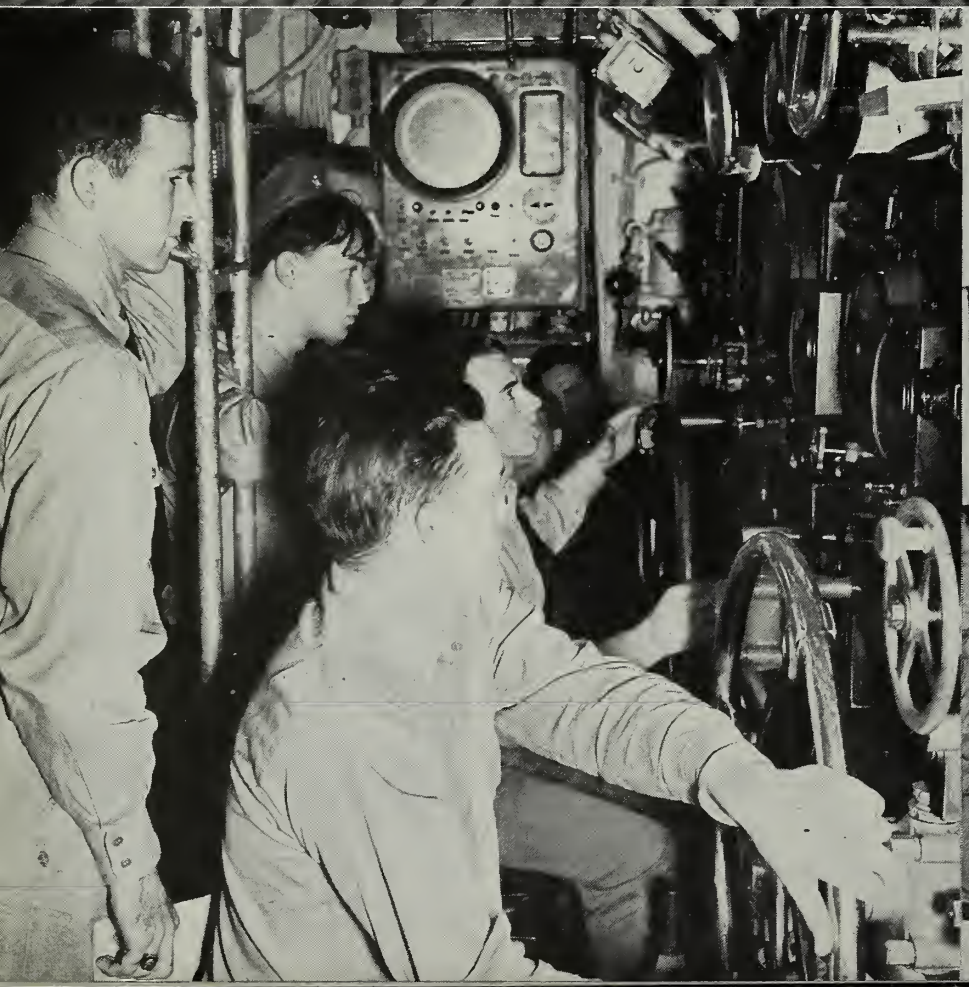
Lt. James W. Kinder, USN, playing on the team of PRNC, was the next highest Navy contestant with a score of 78-75—153. He was awarded the individual Navy trophy.

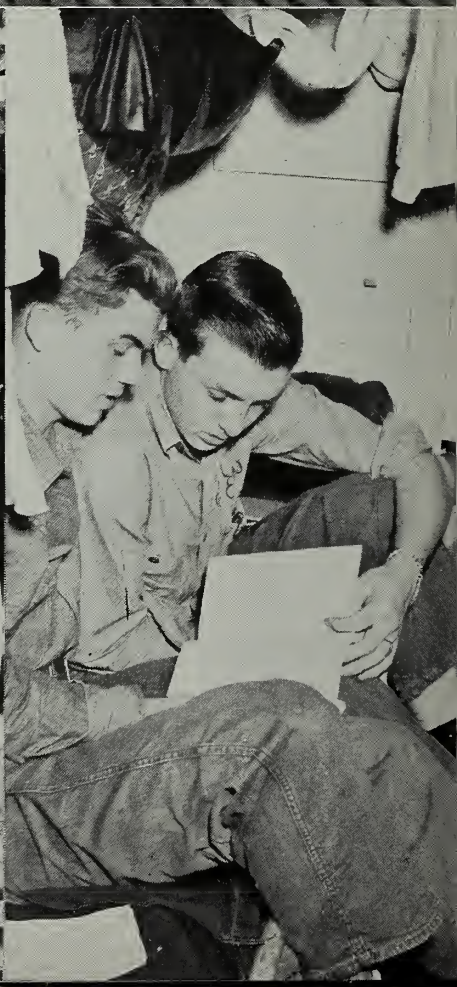
The team trophy was won by Air Training Command, AAF, in a play-off with NATC, Pensacola.

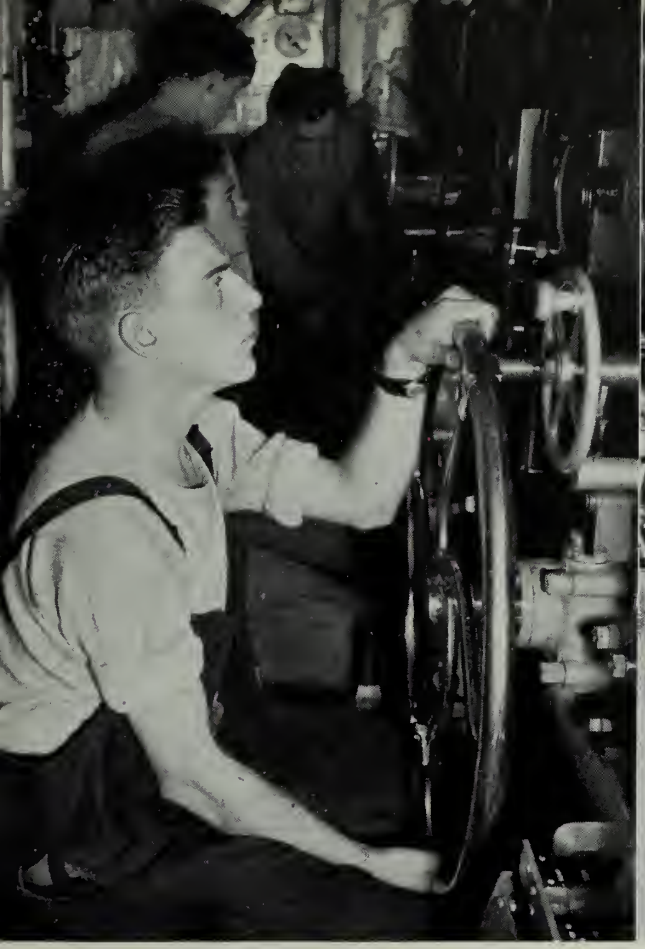


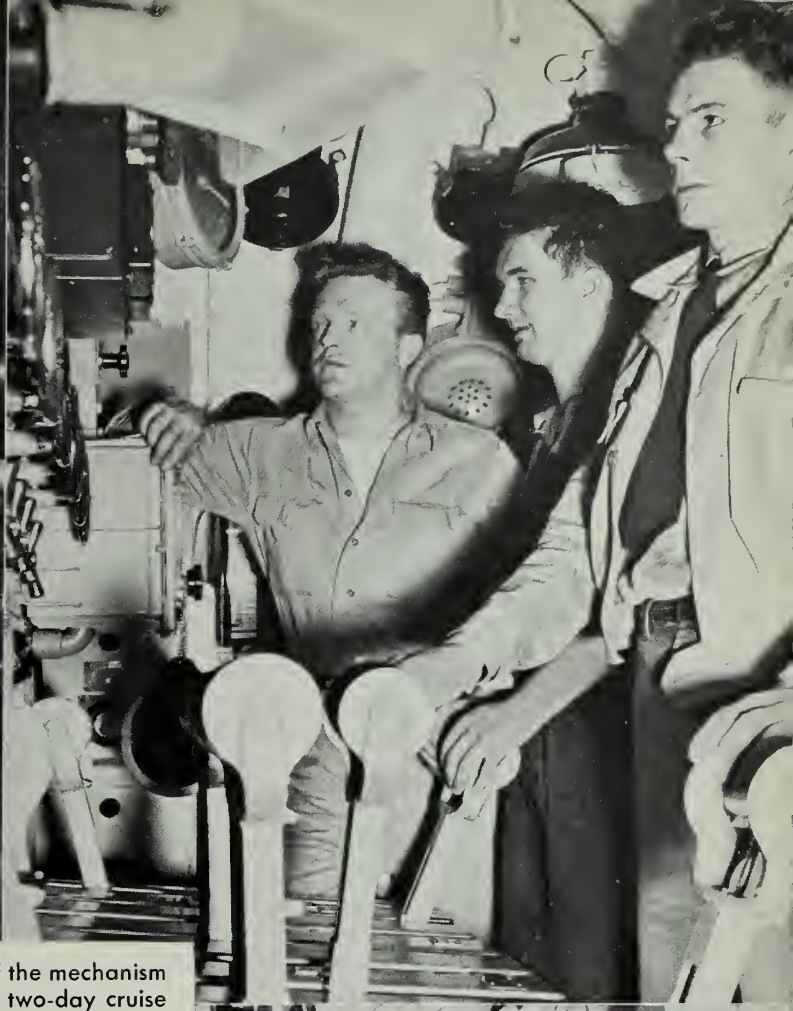
GOLF CHAMP is ACMM MacDonald who shot 147 to nose out army air corps colonel and win Interservice tourney.


DEEP STUFF

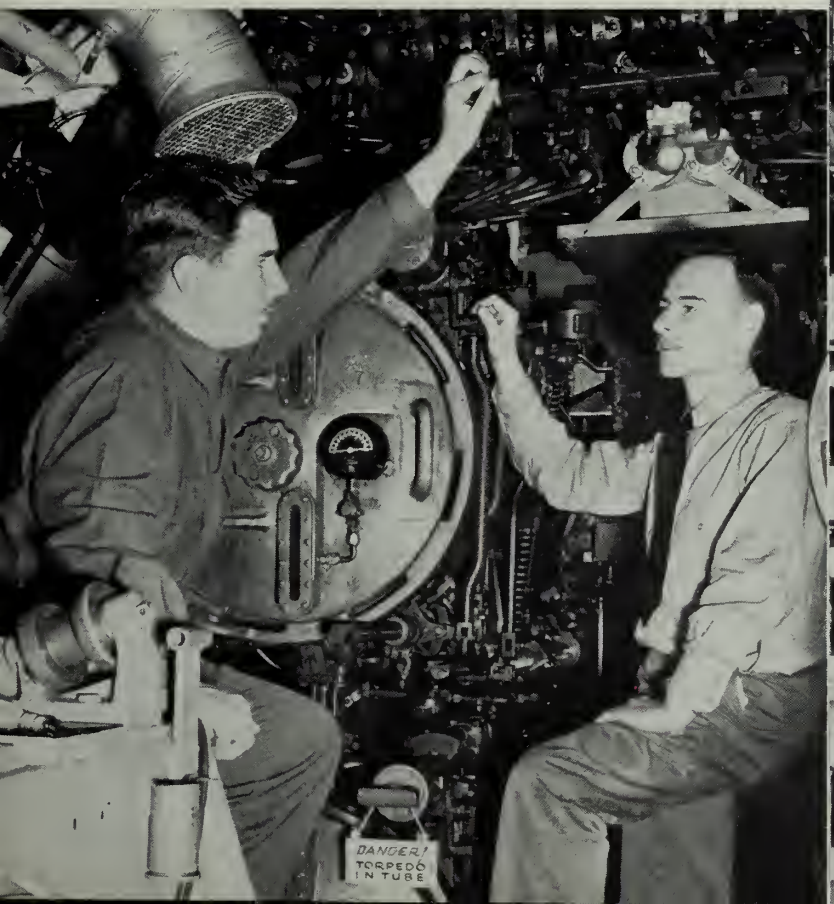


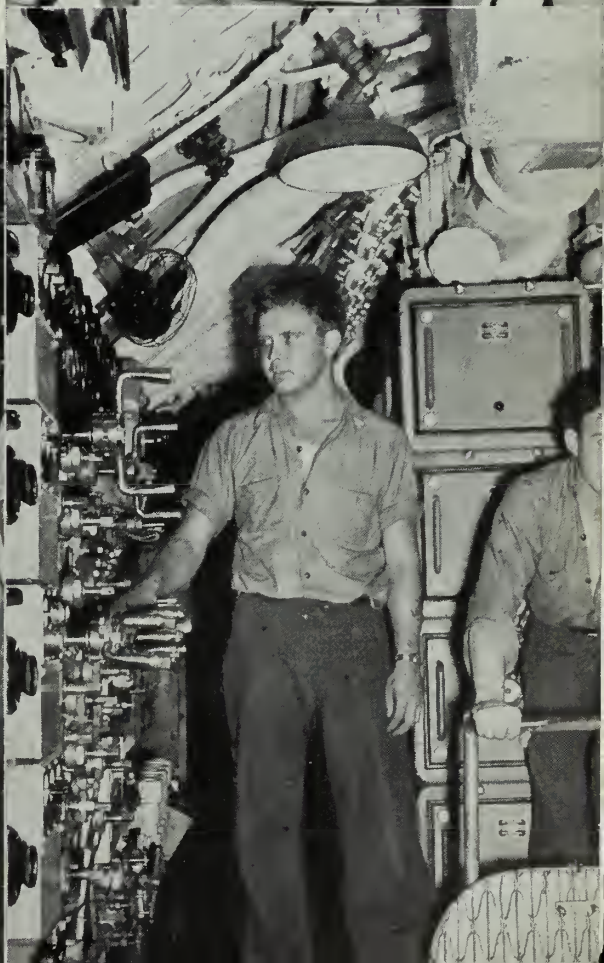






SUBMARINE RESERVISTS renewed their knowledge of the mechanism and operation of Fleet submarines when they took a two-day cruise aboard *USS Bugara* on the West Coast. They are shown here at work.





THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **CERTIFICATES** for crossing the Equator and the Arctic Circle, the only official forms of their kind, may not be requested by individuals.

Misinterpretation of an article about these and other certificates (ALL HANDS, January 1947, p. 14) has caused considerable confusion at NSD, Norfolk, Va. That activity has received requests from many individuals for these forms. They may be ordered only by COs, who are responsible for the actual completion of the forms.

The supply depot also has received requests for other certificates which are unofficial and not provided for general issue. Included in this group are Shackle and Grommet, Plank Owners and Golden Dragon certificates. All of these unofficial forms have been drawn up by ships themselves or purchased in civilian stores.

If it's a Neptune or Arctic Circle certificate, it's official. If it's official it must be ordered by your CO.

● **ATLANTIC FLEET** operations are being concentrated in two East Coast areas because of several reasons advantageous to the Navy and to Navy men. One of the principal reasons for the move is that such concentration will tend to allow seagoing sailors more time with their families ashore.

Admiral W. H. P. Blandy, USN, CincLant, informed ALL HANDS of the action, and commented, "During the past year efforts have been directed towards the stabilization of operations within the Atlantic Fleet. Directives along this line have already been published. . . and will become effective now that the tactical exercises have been completed. The plan, as initiated and developed, will have far-reaching benefits for all personnel operating in the Atlantic Fleet."

The Admiral said that, keeping in mind that peacetime activity would be of a restricted nature, the Fleet, force, area and type commanders have worked to concentrate the Fleet into the fewest possible operating areas. The selected areas were chosen with a view toward economy of service, type training and operating base facilities, but a major factor was consideration of morale of Fleet personnel.

The morale factor was noted in a CincLantFlt letter as follows: "CincLantFlt recognizes the obligations of Fleet personnel to their families, believes that Fleet personnel are entitled to spend a reasonable proportion of their liberty hours at home, appreciates the present housing shortage and cost of living that precludes 'ship following,' realizes that there can be no sense of permanency or security until ships can be operated habitually from the same port while in the United States."

The two East Coast areas chosen for Atlantic Fleet bases are Norfolk, Va., and Newport, R. I. Concentration of operations in these areas, combined with final reassignment of ships to home ports and home yards, provides officers and enlisted men of the Fleet with definite knowledge as to the best locality in which to settle their families during their tour of sea duty.

It was recognized that housing in Newport and Norfolk, as in virtually every other East Coast city, is at a premium. But district housing officers are actively searching for housing for dependents and encouraging housing development programs. Their action is based on the premise that a large percentage of the Fleet will be using these ports in the future.

The Admiral declared that stabilization of Fleet operations definitely presents the opportunity for Navy men to carry out personal plans as to leave and location of their families in areas in which they will be operating most of the time.

● **TERMINAL LEAVE** bonds and checks are being returned to the Terminal Leave Disbursing Office, NTC, Great Lakes, at a rate of about 100 per day. Return of the terminal leave payments has been caused by insufficient or incorrect addresses, and the backlog of such payments now numbers about 1,200.

The office cautioned those expecting checks or bonds to keep the office advised of changes of address until payment is received. Enlisted men who have not received payment within 60 days of submission of claim, and officers who have not received payment within 30 days after receipt of notice of leave credit from BuPers, should write the Officer-in-Charge, Terminal Leave Disbursing Office, and inquire into the status of their claim.

Complete instructions for terminal leave administration may be found in BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946) and BuPers-BuSandA Joint Letter (NDB, 30 Sept 1946). See also p. 49.

● **SHORE DUTY** billets are open for radarmen, sonarmen and ETMs who are qualified for shore duty. They may apply for transfer to shore duty and are pretty well assured of getting a billet, BuPers announced.

Personnel who desire, and are qualified for shore duty may forward requests in accordance with BuPers Circ. Ltr. 249-46 (NDB, 31 Oct 1946), which states qualifications for shore duty.

ROUNDUP OF LEGISLATION AFFECTING

National Defense—S. 758, H.R. 2319: Introduced; to promote national security by providing for a National Defense Establishment, under a Secretary of National Defense, and with departments of the Army, Navy and Air Force.

Promotion—S. 902, H.R. 2537: Introduced; revision of laws relating to promotion, involuntary retirement and distribution in rank of all officers in the regular Navy and Marine Corps. Hearings before House ASC were commenced on 1 April (see ALL HANDS, April 1947, p. 54).

Chief of Chaplains — S. 227, H.R. 1365: Passed House; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers — S. 232, H.R. 1359: Passed House; to increase authorized number of CEC officers.

Warrant Promotion — S. 281, H.R. 1362: Favorably reported with amendment by House ASC; to permit counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service for promotion to CWO.

Nurse Corps — S. 322, H.R. 1943: Passed by both Senate and House; to reorganize Nurse Corps, Navy and Naval Reserve.

P. G. Line School—S. 278, H.R. 1379: Reported by House ASC; to establish a post-graduate school of the line of the Navy.

Reserve Retirement—H.R. 2744 (joint bill agreed upon by Army and Navy): Introduced; a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces.

Military Security—S. 1019, H.R. 2965: Introduced; to insure further military security of the U. S. by preventing disclosure of information secured through official sources.

Supply Duty—S. 277, H.R. 1371: Reported by House ASC; to authorize SecNav to appoint, for supply duty only, officers of the line of the MarCorps, and for other purposes.

Clothing Allowance — S. 320, H.R. 1375: Passed House; to further amend Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance of enlisted men of the MarCorps and MarCorps Reserve.

Veterans' Subsistence—S. 914: Introduced; to increase subsistence allowances payable to veterans pursuing courses of education or training under the G.I. Bill, and to provide corresponding increases in ceilings on combinations of subsistence and income from productive labor.

Save Frigate—S. 849: Introduced; to

● **POLICY** regarding letters-of-recommendation, written by members of the naval service in behalf of officer and enlisted veterans who formerly served under them, was clarified by BuPers in a letter to the Navy's Civil Readjustment Section.

The letter said the Bureau of Naval Personnel sees "no objection to letters from individual officers to members of the general public setting forth purely personal observations or recommendations concerning officers and men with respect to whom they feel qualified to express an opinion.

"If an officer from whom such a recommendation is requested should feel that he cannot conscientiously give a favorable recommendation to the individual concerned, or if the volume of requests for such information threatens to become burdensome to a particular activity, persons requesting information of this character might be advised that the Bureau of Naval Personnel maintains complete records of members of the Navy and Naval Reserve, and that the request in question is being forwarded to the Chief of Naval Personnel.

"Needless to state, letters of recommendation concerning personnel and former personnel addressed to persons and firms outside the naval service should not in any manner convey an impression that they are official statements, certificates or forms, or anything other than the personal opinions of the writer, based either upon his own observations or representations made to him by others serving under his command who have had an opportunity for personal observation."

The opinion of the Chief of Naval Personnel was given in amplification of the meaning of Art. 103, Navy Regs, which provides, in effect, that officers shall not give certificates to persons with whom they have had official dealings, except that letters may be given to employes of the Navy appearing before examining boards, and to former enlisted men seeking positions ashore, setting forth the character of service performed and efficiency and conduct while under the observation of the officer writing the letter.

● **STRIKE/FLIGHT** awards (those based on strikes, flights and missions in combat areas) are being awarded retroactively to 7 Dec 1941, under a SecNav letter of instructions and policies dated 18 Dec 1944 (NDB, 44-1421).

A strike is defined as an offensive mission in a combat area, if the plane attacked the enemy, met enemy opposition or was actually subjected to enemy attack.

A flight is defined as primarily a non-offensive mission (transport, search, scouting, patrol, photographic), or an operation in an active combat area where enemy antiaircraft fire is expected or where enemy air patrols usually occur.

Members of the flight crew of a plane which participated in strikes or flights, who did not earn individual awards, may apply for the following awards: fifth strike or flight, Air Medal; 10th strike or flight, gold star in lieu of second Air Medal; 15th strike or flight, gold star in lieu of third Air Medal; 20th strike or flight, Distinguished Flying Cross.

Applications for awards under the strike/flight system must originate as official correspondence and may be forwarded to the command under whose jurisdiction the strike or flight was made, or if all information is complete requests may be forwarded via COs and former squadron or group commanders, under whom service was performed, to the Navy Department Board of Decorations and Medals, Navy Department, Washington, D. C.

The following information must be included in recommendations or requests for strike/flight awards: full name, rank (rate), file (service) number, branch of service, squadron and ship or base, type of plane and position in crew, date, type of flight, target and location, hazards involved, damage inflicted, damage received, results obtained and enemy opposition (state anything unusual about the strikes or flights listed).

In recommending awards for flights only, include the statement required by paragraph 4(b) of Annex A to the SecNav letter; if no enemy opposition was encountered, state evidence which would indicate that it was expected. List previous awards and dates they were awarded, and state that none of the strikes or flights in the total upon which the recommendation is based have been used as the basis for another award.

NAVAL PERSONNEL

provide for the preservation of the frigate *Constellation*.

Submarines — H.R. 1367: Passed; to authorize the construction of experimental submarines, and for other purposes.

Filipinos — H.J. Res. 90: Passed House; to permit transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and subsequently reenlisted within 90 days, but after 4 July 1946.

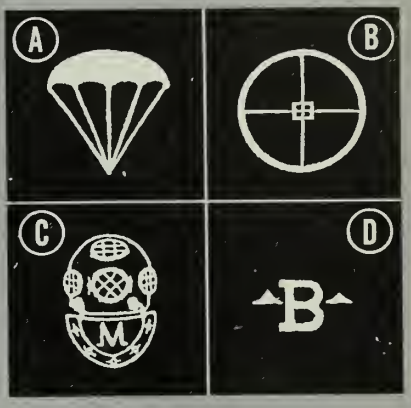
Under SecNav — H.R. 1369: Passed House; to make permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Naval Academy — H.J. Res. 116: Passed House; to correct error in Public Law 729 (79th Congress) by restoring authority to appoint members of the Naval Reserve to Naval Academy; and to increase the number of such appointments, together with the number to regular Navy, from 100 to 160 each, annually.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees.)

QUIZ AWEIGH

The powers of observation and memory frequently play tricks on us all. In your Navy days you have seen the "real thing" or the photos below. How much can you recall from memory?

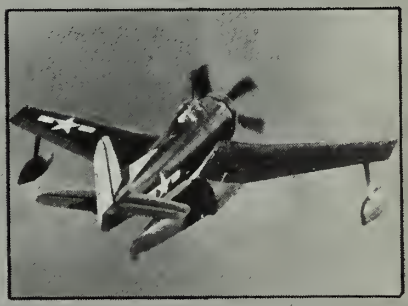


1. Can you identify the specialty markings shown above?



2. A power house as anyone can see, it's a (a) battlewagon (b) battle cruiser (c) battle destroyer.

3. It has a displacement tonnage of (a) 15,000 (b) 45,000 (c) 30,000.

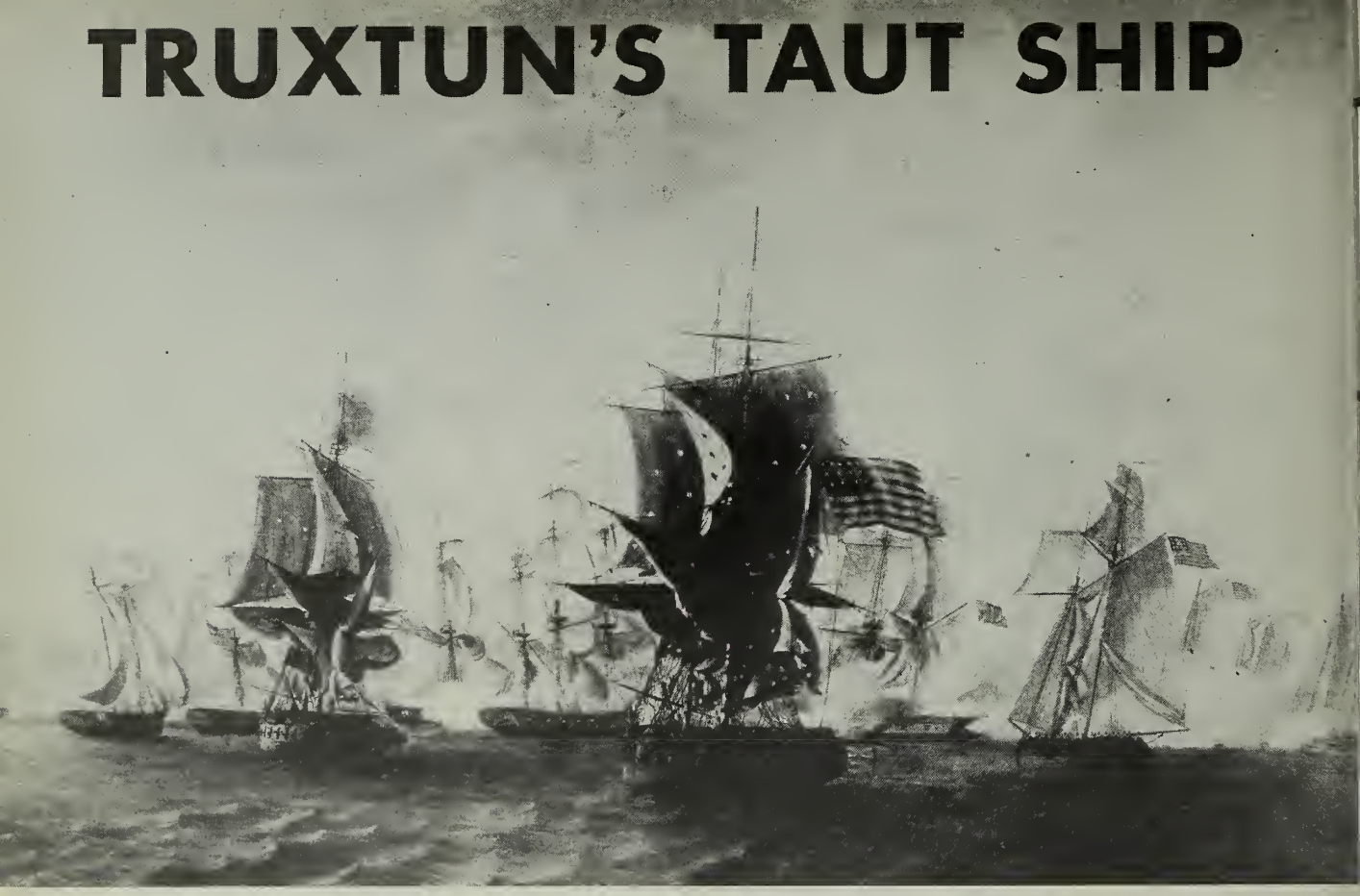


4. This plane as you can readily see is a (a) Kingfisher (b) Seagull (c) Seahawk.

5. It carries a crew of (a) 1 (b) 3 (c) 2.

ANSWERS ON PAGE 61

TRUXTUN'S TAUT SHIP



TRUXTUN and *Constellation* made short work of *Insurgente* in this battle. History makes no mention of other ships shown here.

TRUCULENT Thomas Truxtun probably got that way in the British service, where he saw midshipmen flogged like peddlers' donkeys. But the early American merchant marine also was no gentle nursery and the Commodore became a merchant seaman at 12.

Harsh as a hangman and stiff-necked as well, the hero of the naval war with France ran a taut ship and made no apologies. He told his midshipmen:

". . . I shall always have pleasure in giving encouragement and instruction to you or such of you as I see merit it, and such as do not I shall have equal pleasure in getting rid of as speedily as possible."

One of the midshipmen so admonished became Admiral David Dixon Porter and a notable commentator on the rigid discipline enforced by Truxtun. "Capt. Truxtun," the admiral solemnly attests, "was a very severe man . . . educated in the rough school of the merchant service. . ."

Porter confessed that it was almost more than he could bear and once he told Truxtun as much. "My boy," the formidable one thundered, "you shall never leave the navy if I can help it; why, you young dog, every time I swear at you, you go up a round in the ladder of promotion. . ."

There's no doubt that a Truxtun-commanded ship was an uncomfortable place for an easily wounded spirit. His men were sworn at, cuffed, kicked and sent to the masthead for minor offenses. A Truxtun ship was a taut one.

The Commodore was just as exacting in his relations with the beach, brooking no interference. He could descry a slight to Truxtun as soon as it poked an ugly head over the horizon. President John Adams learned of the Commodore's sensitivity to his regret.

Adams had a high regard for Truxtun and once asserted, "I wish all the other officers had as much zeal." He almost lost the services of the zealous one in the midst of the naval war with France.

Truxtun was fresh from victory over the French frigate *Insurgente* when Adams decided a seniority dispute in favor of Capt. Silas Talbot. Truxtun promptly resigned—an action that the President sagely ignored.

No Navy enthusiast, President Jefferson terminated Truxtun's naval career in 1801 after a similar show of temperament. Ordered to command a squadron in the war with Tripoli, Truxtun demanded a commanding officer for his flagship. Jefferson thought this an undemocratic duplication of talent and refused the request. Truxtun's resignation (he may have kept one ready written for such contingencies) shot back directly. Jefferson accepted it.

Superiority In Numbers Of Enemy's Guns And Men Made No Difference To American Hero Of The Quasi-War With France

Tough and touchy Thomas Truxtun was born 2 Feb 1755 at Hempstead, Long Island. He was the son of an English barrister, who died in 1765, and left the rearing of the lad to a relative.

Two years later Truxtun was at sea and when 15 years old, was snatched off a merchant vessel and pressed into the British service in HMS *President*. Attracted by his ability, the *President's* captain urged him to stay in the British Navy, but Truxtun wasn't having any.

At 20, back in the American merchant marine, Truxtun had risen to command. That was in 1775, a momentous year for the American colonies, and Truxtun was ready to join the struggle.

In the strife-torn years that followed he won a remarkable reputation as a privateersman in the *Congress, Independence, Mars* and *St. James*. In the latter vessel, a 20-gun craft, with the Revolution in its final and crucial months, Truxtun sailed into Philadelphia with a cargo described as the most valuable of the war, after beating off a 32-gun British frigate in a sharp fight.

His ". . . services were worth a regi-

ment. . ." George Washington estimated.

None of this activity was unprofitable for Truxtun. In 1780 he paid taxes on an estate of $15,200—and that wasn't haircut money in 1780. The Truxtun fortune grew after the Revolution as he entered the China trade, sailing in 1786 in the *Canton*. By 1794 Truxtun could afford to indulge his native belligerency and accepted appointment as captain in the U. S. Navy, fifth on the original list of six.

Trouble wasn't long in coming—it had been brewing since the Revolution, when the mutual affection expressed by the United States and France slowly slipped into mutual mistrust.

Truxtun commanded the frigate *Constellation* in 1798 when the U. S. abrogated all treaties with France and —eschewing declaration of war—ordered the capture of "any French vessel found near the coast preying upon American commerce."

In company with the *Delaware*, commanded by Stephen Decatur, the *Constellation* went to work off the Delaware capes. They seized the French *Croyable*, signalling the start of hostilities.

The *Constellation* found better hunting in the West Indies. At noon of 9 Feb 1799, bowling along off Nevis Island in the Leeward group, Truxtun ". . . discovered a large ship to southward, on which I bore down."

She was the French frigate *Insurgente*, artfully flying American colors but unprepared to acknowledge an American recognition signal. She confirmed Truxtun's suspicions later by hoisting the tri-color and firing a confirming gun to leeward.

Captain Barreaut in the 40-gun *Insurgente*, with a complement of 409, wasn't too apprehensive of the 36-gun American, manned by 309. He first took her to be a British corvette.

The chase was only 90 minutes old when the keen seamanship of Truxtun completely altered the odds. At 1330 a black squall, bursting suddenly out of the tropic sky, caught the Frenchman unawares. While Truxtun, alert to the peril, ordered all hands to shorten sail, the squall carried away the *Insurgente's* main topmast.

When the blow had passed, Truxtun quickly ordered the *Constellation's* naked spars reclad, and overhauled the foe at 1515. Ignoring frantic hails from the Frenchman, Truxtun bore down within 10 yards of the *Insurgente* then let fly a full broadside.

Barreaut viewed ". . . terrible havoc in my quarterdeck," but gallantly moved to take the only advantage left to him—the 409 to 309 bulge in manpower. "As soon as my first broadside was fired," the French skipper reported, "I cried, and with all the men on the quarterdeck and forecastle, 'Stand by to board!' My cabin was invaded to get arms, and I ran to the helm to luff her in order to run aboard the American frigate."

Truxtun wouldn't hold still for it. He maneuvered away from the crippled Frenchman, easily crossing her bow and loosing a raking broadside as he passed. Truxtun had ordered his lieutenants to fire directly into the hull, loading with two round shot, but the *Insurgente* suffered aloft as well.

Her mizzen topmast fell in at the top, the spanker was riddled, the braces, fore-blowlines and fore-topsails cut through. "Our topmen . . . did not reply," Barreaut related, "the master did not appear upon the bridge, no quartermasters were left. . ."

In the *Constellation* the iron Truxtun discipline revealed itself in every move. Gun crews functioned with cold efficiency and the ship was worked as calmly as on a Cheaspeake cruise.

Again she forged ahead of the *Insurgente*, passed across her bow and delivered a crashing broadside. Still a third time the *Constellation* moved in front, threatening to rake the hapless Frenchman.

No fool was Capt. Barreaut. He struck the colors. Truxtun sent Lieut. John Rodgers to the *Insurgente* with a prize crew of one midshipmen and eleven men. They found a thoroughly beaten ship with 70 casualties—29 killed and 41 wounded.

Only one man was killed in the *Constellation*, but not from enemy action. "One fellow," Lieut. Andrew Sterrett succinctly announced, "I was obliged to run through the body with my sword and so put an end to a coward." A Truxtun command was a firm one.

Rodgers extended this administrative rigor to the *Insurgente*. In the midst of transferring prisoners night came and with it high wind and seas. The frigates became separated, leaving Rodgers with 173 reluctant prisoners and a ship to sail with his tiny crew.

He accomplished this task and, after three sleepless nights and two days, joined the *Constellation* in St. Kitts.

Both vessels sailed for the United States in May and reached Hampton Roads late that month. The *Constellation* went on to New York, there to be fitted with a gun deck battery of 18-pounders instead of twenty-fours, which Truxtun had found too heavy for her.

Meanwhile, President Adams' decision that Talbot was the senior rankled Truxtun and he resigned. In August 1799 Truculent Thomas wrote a friend about that resignation. "The secretary has, however, returned it to me . . ." and added that he had accepted new orders ". . . for no personal injury which I feel will ever make me less



The Constellation and the Vengeance

VENGENCE (right), much larger than *Constellation* and carrying many more guns and men, was soundly whipped in the slugging match in West Indies waters.



THOMAS TRUXTUN was a tough commander but the gunnery discipline on his ships brought extraordinary results.



HERE ARE three phases in the life of the *Constellation*, which Thomas Truxtun helped make famous. Above, she is shown in her fighting glory in the early 1800s.



CONSTELLATION (above) as she was towed into Boston recently for refitting. Below, as she looked in 1902 when she was a Navy training ship at Newport.



zealous in punishing the insults and wrongs done to my country, whenever an opportunity of this sort presents itself."

Back to sea again in December—and in the *Constellation* again—Truxtun sailed to his old hunting ground, the West Indies, and took command of the Guadaloupe station on 21 Jan 1800.

There he commanded 10 vessels and ". . . made every exertion in my power to get the squadron as well as my own ship to sea in the shortest time possible. . ." He assigned each ship a separate cruising area and, with the prescience of which fame is born, chose the richest for his own.

"On the 30th (Jan 1800) I left St. Christopher's (St. Kitts) with the *Constellation* in excellent trim for sailing," the Commodore reported, "and stood to windward in order to occupy the station I had alloted for myself, before the road of the enemy at Guadaloupe, where I was informed a very large and heavy frigate upwards of 50 guns was then lying. . ."

And two days later, on the morning of 1 February, Truxtun sighted a sail. ". . . and discovered her to be a heavy French frigate mounting at least 54 guns." She just about fulfilled Truxtun's mental specifications. He ". . . immediately gave orders for the yards to be slung with chains, topsail sheets, &c., stoppered . . . the ship cleared ready for action. . ." and started a chase that lasted until night fall.

Prospects were grim until noon, when the wind freshened and Truxtun began to entertain hopes of bringing the outsize foe to action. At 2000 the *Constellation* came within hail and Truxtun stood ready to demand surrender to the United States of America.

". . . At that instant," said Truxtun, "he commenced a fire from his stern and quarter guns directed at our rigging and spars." This was a language Truxtun understood, but he refused to make hasty reply.

Cautioning his officers not to fire unless certain of their orders, Truxtun told them ". . . not to throw away a single charge of powder and shot, but to take good aim and to fire directly into the hull of the enemy and load principally with two round shot and now and then with a round shot and a stand of grape, &c.; to encourage the men at their quarters and to suffer no noise or confusion whatever, but to load and fire as fast as possible when it could be done with certain effect."

The orders weren't long awaited. Gaining a postion on the enemy's weather quarter, Truxtun opened what he called "as close and sharp an action as ever fought between two frigates." James Fenimore Cooper concurred, calling it "one of the warmest combats between frigates that is on record."

From shortly after 2000 until almost 0100 Truxtun and the *Constellation* slugged it out with the huge foe, whose guns finally grew silent as she sheered off. Now, with the unidentified stran-

ger "perfectly beaten," Truxtun prepared to seize his prize.

But while he exulted on deck, Midshipman James Jarvis and his topmen were fighting a battle of their own. All its supporting rigging shot away, the mainmast tottered like the town drunkard. Men on the gun deck, as Truxtun perceived the danger, swarmed aloft to help Jarvis secure the precarious stick. It was hopeless. The mainmast tumbled over the side in a few minutes, carrying with it the gallant commander of the tops.

It took an hour to clear the wreckage and tangled rigging from the ship and when it had been done the beaten frigate had disappeared in the darkness.

Truxtun didn't learn until later that this near-prize had been the French frigate *Vengeance,* 54 guns and 480 fighting men. In Curacao, to which port the Frenchman limped, Capt. A. M. Pitot counted 50 killed and 110 wounded. Thirty-six American prisoners, in the hold during the fight at their own request, kept the *Vengeance* afloat by their work at the pumps.

Since the earlier battle with *Insurgente,* the *Constellation's* battery had been changed. She fought the *Vengeance with* 38 guns and 310 men, suffering 40 casualties—14 killed and 26 wounded.

To nothing but superior American gunnery can the outcome be attributed. The *Vengeance* not only outgunned and outmanned the *Constellation* but, by conservative estimate, hurled 516 pounds of metal at each broadside, while the *Constellation* could throw only 372.

Capt. Pitot never was sure what he had tangled with—he merely said the gunnery was "Superbe et Grande"—and for a time thought he had engaged a British ship of two complete batteries.

Truxtun sailed his shattered frigate to Jamaica, joining the *Enterprise* on the way.

When the *Constellation,* after refitting in Jamaica, sailed into Norfolk, she was greeted with delight. Congress voted Truxtun a gold medal, commemorating the victory, and resolved that "the loss of so promising an officer" as Midshipman Jarvis "is a subject of national regret."

Truxtun shortly took command of the frigate *President* and spent the last months of the war in that vessel. He was only 47 years old when Jefferson accepted his resignation, but already suffering with the gout. A visitor to Truxtun's home during that period found the crusty sailor ". . . sitting at his desk, penning his 'Instructions for the American Navy,' arrayed in his uniform coat, cocked hat and cockade, a flannel petticoat in place of breeches and his feet rolled up in pieces of the same texture."

He lived until 1822 in Philadelphia, mildly embroiled in Pennsylvania politics, but no great figure on the shore side. Truculent Thomas had made his mark at sea and was content to let it stand—rigid as his discipline and sharp as his gunnery.



XP4M-1 is powered by two huge conventional engines and two jet engines in two nacelles. Arrow points to jet engine mounted behind conventional engine.

'4 IN 2' PATROL PLANE UNVEILED

The combination of a huge conventional engine teamed with a powerful jet in each of its two long nacelles gives the XP4M-1, the Navy's latest overwater patrol plane, four-engine performance and speed combined with two-engine appearance.

The huge midwing plane, built by the Glenn L. Martin Co. of Baltimore to the Navy's specifications, can carry more than 78,000 pounds into the air, yet looks like a conventional twin-engine bomber as it sits on the runway. It isn't until the big jets are unleashed for a takeoff that the casual observer becomes aware of the tremendous power hidden in the twin nacelles. Then, with all four engines roaring, the plane lifts its great weight free of the ground as easily as a startled seagull.

Its two conventional reciprocating engines are the largest used in military aircraft today, each capable of producing 3,000 horsepower at highest settings. They are the new Pratt and Whitney R-4360-4 models.

The jets, each developing 4,000 pounds of thrust, are Allison J33-4 models, mounted in the nacelles behind the conventional engines and with their airscoops located beneath the Pratt-Whitneys and in the full slipstream of the propellers.

For normal and cruising operations in the XP4M-1 only the reciprocating engines will be used, to give the plane its maximum limits of distance operation. Normal cruising speed of slightly over 200 miles per hour is reached, using the propellers only.

In emergencies, for takeoffs, and for military use, the jets can be added to the power of the reciprocating engines, to give bursts of speed described by the Navy as well over 350 miles per hour.

Top range of the plane in normal patrol operations is given as "over" 3,000 miles at average cruising speed. Its purpose is long-range overwater patrol and bombing work.

To ease the plane's huge weight to runways, a conventional tricycle landing gear is used, with the main gear, in flight, lifting outward into wells in the wings. The nose wheel retracts into a bay in the nose forward of the bomb bay compartments. A hydraulic retractible tailskid protects the rear of the fuselage from ground contact in tail-heavy loading conditions.

Because of the great weight of the plane when loaded, an unusually sturdy landing gear was needed and a very strong hydraulic system had to be designed and installed to provide the necessary power for raising and lowering the gear.

Placement of the eight-man crew within the plane is conventional for the heavy patrol types. No further details of internal arrangements have been released by the Navy.

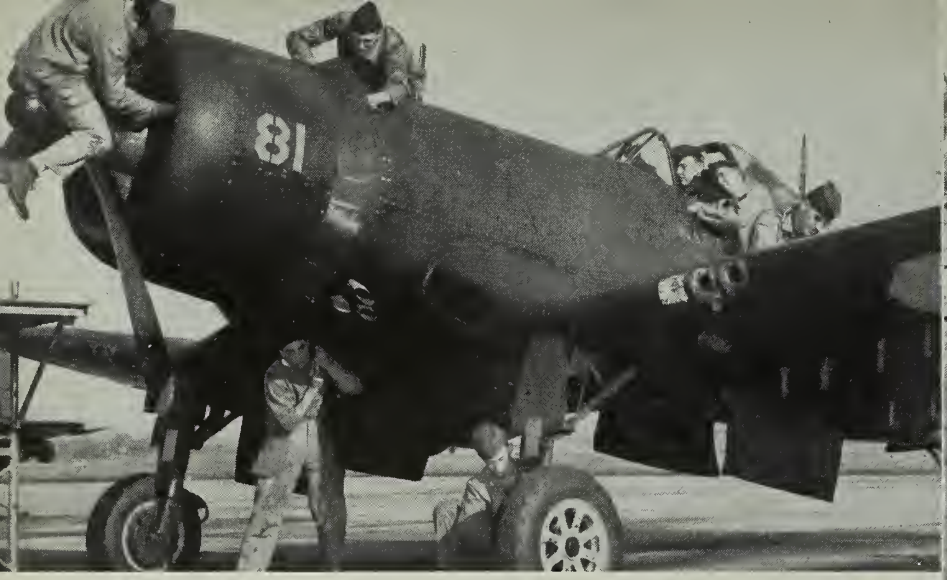
The generally advanced design of the plane provides unusually good visibility for the pilot by the installation of nearly teardrop-shaped windows which give him almost 180 degrees of vision from either side of the cockpit.

The XP4M-1 is described as one of the most completely equipped aircraft, from the electronics viewpoint, ever produced. Besides gear to provide excellent communications facilities, it is supplied with the latest in search radar as well as all the latest developments in mechanical operation for the radar and other electronics appliances.

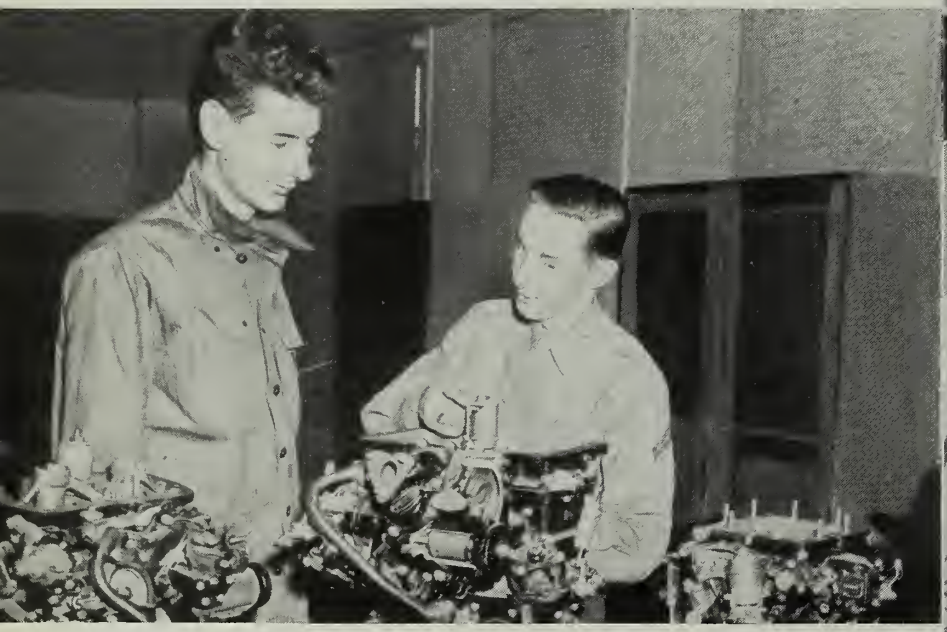
The XP4M-1 has a wingspan of 114 feet and its overall length is 82½ feet. The fuselage is the conventional semi-monocoque design and the midships wing is the Davis airfoil type. It mounts a single large fin and rudder in the tail section.

The Navy has released no details on the plane's armament beyond calling it "very heavily armed."

The first plane of the new series has been in flight test status for some time at Baltimore. A second model is nearing completion in the Martin plant.



THEY even fix the wigglin' pin on the shimmyin' shaft, these Marine Air Reservists, during training. Above is pictured a plane getting a pre-takeoff inspection.



INSTRUCTION on the carburetion system, maintenance and repair of engines are part of the program during which Reservists renew their airplane savvy.





MARINE



CORSAIR'S induction system gets a going o
top. Immediately above, stinger is installe i





MYSTERIES of the power plant are explained to Marines who take advantage of Reserve training to keep in contact with all advances in aviation techniques.

AIRMEN



RESERVISTS perform all operations of maintenance and service during training. Plane is gassed after landing, above. Class is instructed in carburetion, below.



over from Reservists and instructor, at in dive-bomber before gunnery hop.



LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Rates Are Earned

SIR: I was given S1 by BuPers while I was in ETM school. I was then sent to sea as a qualified ETM striker and now I am told that it is impossible for me to advance to ETM3 without taking the S1 tests first. Is this right?—D. L. F., S1, USN.

• *Suggest you discuss it with your division officer. Note that BuPers does not give rates—each man earns his advancement by qualifying in accordance with standards outlined in BuPers directives. COs actually advance personnel under their command who are fully qualified and in accordance with applicable directives.*—ED.

No Jump in Rate

SIR: Is a command authorized to advance an enlisted man from S2 to PO3, skipping S1. The man concerned has more than 16 months' service, excellent marks and is considered petty officer material.—G. G. D., CY, USN.

• *No.*—ED.

H_2O in BBs

SIR: What is the water capacity of a battleship?—W. R. K., S1, USN.

• *The capacities vary with class. A BB of the* Tennessee *class carries 913 tons, or 245,597 gallons of water while the larger* Iowa *class BBs have a capacity of 2,050 tons, or 551,450 gallons.* —ED.

Sea Duty and Advancement

SIR: Six months after my advancement to CRMA I was assigned shore duty. (1) Must I wait until after I have completed my two years' shore duty, plus six more months' sea duty, before I qualify for advancement to CRM? (2) Are there any provisions in effect that will make me eligible for permanent chief after the completion of two years' shore duty?—G. J. E., CRMA, USN.

• *(1) You must meet the requirement of one year of sea duty as a CRMA before being eligible for change of status to CRM. (2) No.*—ED.

About Shangri La

SIR: Who christened USS *Shangri La* (CV 38)?—E. J., EX-USNR.

• *Mrs. James Doolittle, wife of Lt. Gen. James H. Doolittle who, with 79 other fliers, took off on 18 Apr 1942 from* USS Hornet *(CV 8) in 16 B-25s and bombed the mainland of Japan for the first time. President Roosevelt remarked in a speech that Gen. Doolittle (then colonel) and his fliers had taken off from a secret place, "Shangri La" (reference was made to James Hilton's novel "Lost Horizon"). Thus the CV 38 was named* Shangri La *and, appropriately, christened by Gen. Doolittle's wife.* —ED.

Uniform Debate

SIR: Some of the boys here saw the new uniform on its trial run and don't like it. Most of us favor the present uniform design, using serge instead of wool, with zippers and bell bottoms.—Enlisted Gang.

SIR: The present uniform is most uncomfortable for men working in an office. We think a few changes should be made to make it a little cooler to wear.—21 USN.

SIR: I would also like to express my thoughts about the proposed new uniform for enlisted men. I don't like it at all. I am very much in favor of keeping the same pattern, but a different kind of material such as serge. Issue something that a sailor would look decent in and would be proud to wear.—A.G.P., SK1, USN.

SIR: "FOOEY" on the new uniform! The old one is okay with me.—O.J.N.,S1, USN.

NROTC Examinations

SIR: I am interested in the Naval Reserve Officers Training Corps program. Can you tell me when the next examinations for this program will be held?—J. E. K., S2, USN.

• *It is planned that the service-wide exam for entrance to one of the 52 colleges participating in the NROTC program will be held the first part of each year. Candidates who successfully pass the exam will enter the program the following fall. For a complete list of colleges taking part in the NROTC program see p. 50.*—ED.

Army Time, Navy Retirement

SIR: When I was discharged from the Army I enlisted immediately in the Navy. Can I count that Army time for 20-year retirement?—M. D. L., CBM, USN.

• *No. Transfer to Class F-4-D, Fleet Reserve, may be effected only through active service in the Navy, Marine Corps, wartime service in the Coast Guard or their reserve components. You may count your time in the Army only on retirement direct to the retired list (30-year retirement).*—ED.

Navy Pay Decrease

SIR: A bunch of us fellows have been wondering if Navy pay has ever been lowered. If so, when and how much?—M. H. C., S1, USN.

• *Navy pay was reduced 15 per cent by an act of 30 June 1932. The act is no longer in effect.*—ED.

Turret or Mount

SIR: In "Quiz Aweigh" (ALL HANDS, December 1946, p. 41) you identify a twin 5-inch 38 mount as a "turret." I always thought that 6-inch guns and up were housed in turrets, 5-inch guns and smaller were housed in mounts. Am I right?—T.M.A., BM2, USN.

• *The term "turret" is sometimes used to describe an enclosed mount, but such use is never technically correct. Guns of 6-inch and larger caliber are now housed in what is technically known as turrets. Smaller guns are housed in or carried on mounts. Historically, 8-inch guns have been housed in turrets since the building (1933) of the* Minneapolis *class heavy cruisers; 6-inch guns have been housed in turrets since the building (1936) of the* Brooklyn *class light cruiser.*—ED.

Reenlistment Allowance

SIR: I am a temporary lieutenant with 19 years' service. My last discharge and reenlistment was in 1940. When I revert to my permanent enlisted status, will I be entitled to (1) mustering out pay and (2) the full reenlistment allowance for the past seven years?—D. S. R., Lieut., USN.

• *(1) No. (2) Yes. If you reenlist in 1947 and have had seven full years of service with no time lost, you will be entitled to receive reenlistment allowances back to the date you last received payment for reenlisting.*—ED.

Tax on Retirement Pay

SIR: (1) On being transferred to the Fleet Reserve is there any tax deduction made from the monthly retainer pay? (2) May allotments be made against retainer checks,—W. T. G., CRM, USN.

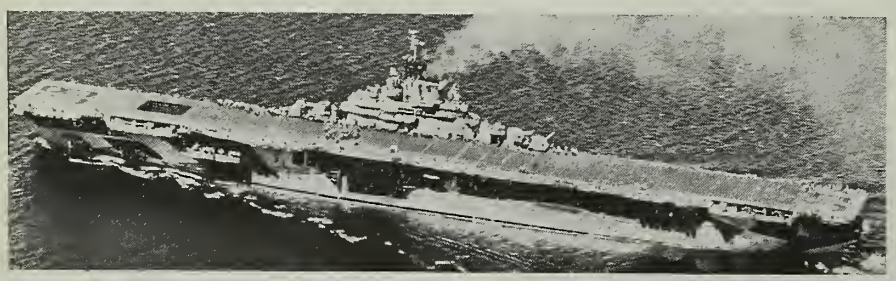
• *(1) Withholding tax at civilian percentage rates is deducted each month from all retirement pay with the exception of pay received for disability retirement. (2) Yes. Allotments for GI Insurance, National Service Life Insurance, Navy Mutual Aid and commercial life insurance may be made against retainer pay.*—ED.

The Marine Sword

SIR: Anent your article (ALL HANDS, December 1946, P. 16) "Marine Gallantry." An erroneous impression is given by your caption under the picture of a sword presented Pressly O'Bannon by the Commonwealth of Virginia. This sword was not used as the pattern of commissioned Marine officer sabers. Also in error is the article which says, "O'Bannon came home, carrying a Mameluke sword given him by Hamet," and adds that the Virginia sword was "designed like the gift from Hamet." The saber now in use has no knuckle guard and is patterned on the original Mameluke sword itself. Virginia is riding on a borrowed bandwagon.—J. J. O. B., SgtMaj., USMC.

• *Flourishing a letter-opener (with Mameluke hilt),* ALL HANDS *opines that the Virginia sword, now on display at Quantico, Va., could much more easily have been the pattern for Marine sabers than the sword given O'Bannon by Hamet, which can't be found anywhere. The Marine saber is designed like the Virginia sword just as it is designed like any sword with a Mameluke hilt—those carried by Hungarian noblemen, Egyptian kings, Turkish sultans and British generals, for instance. All swords with Mameluke hilts are kissing cousins.*

We refer you to a publication of the Historical Division, Headquarters, U. S. Marine Corps, "The Sword of the Marine Corps."—ED.



SHANGRI LA (CV 38) was christened by Mrs. James Doolittle, the wife of the famous flier.

Retirement Pay at 62

SIR: In ALL HANDS, August 1946, p. 76, you state that an officer is entitled to receive 75 percent of base pay and longevity if he retires for reason of reaching age of 62.

This appears to be in direct conflict with Section 9 of Public Law 305, 79th Congress, which provides that an officer who is retired for having attained the age of 62 shall receive retired pay at the rate of 2½ per cent of the active-duty pay with longevity credit of the rank with which retired, multiplied by the number of years of service, not to exceed a total of 75 per cent of said active-duty pay.

Apparently, an officer retired at the age of 62 may well receive less than 75 per cent if he has been on active duty for less than 30 years. Am I correct?—M. G. D., Lt., USNR (inactive).

• *Affirmative. Our statement was incorrect An officer retiring upon reaching the age of 62 will receive 2½ per cent per year in accordance with Section 9, Public Law 305, 79th Congress.*—ED.

Proceed Time

SIR: I have talked to many married enlisted men and in almost all cases they do not know that they are entitled to proceed time upon permanent change of duty station in the same manner as officers. I suggest your magazine include an article clarifying the provisions of Alnav 618-46 (NDB, 15 Dec 1946).—M. G. S., Lt., USN.

• *See* ALL HANDS, *February 1947, p. 55.* —ED.

St. Elmo's Fire

SIR: Your article on St. Elmo's Fire (ALL HANDS, February 1947, p. 60) was interesting but inaccurate in one detail. The crew of the Truculent Turtle was not the first to see this phenomenon from an airplane. I saw it during a night flight in the South Atlantic area in September 1944 and I'm sure quite a few commercial airlines pilots have also witnessed this display. In my case, I was flying a TBM-1c off a CVE (USS *Croatan*) and was flying below a rather violent thunderstorm. The first thing I noticed was frying static in the VHF receiver, then looking up from the instruments, I saw the blue arc marking the propeller tips and the same glow around the head of the pitot-tube. The display ended in a flash of light. The altitude at the time was between 500 and 1,000 feet, and the air speed was 130 knots.—R. H. C., Lt., USNR (Ret.)

• ALL HANDS *has received several letters reporting sighting aloft of St. Elmo's Fire. Thanks for the information.*—ED.

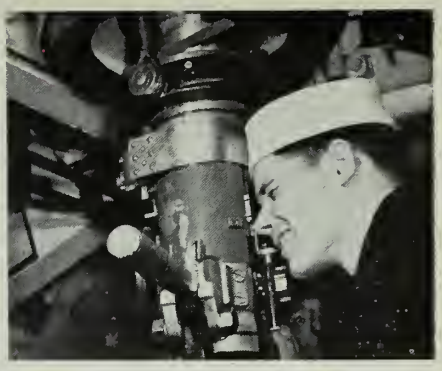
Gold for Reserve Chiefs

SIR: In a recent issue (January 1947, p. 31) you told a chief he was eligible to wear gold rating badges and service stripes for continuous active duty in the Naval Reserve. I don't agree with you. As far as I know, no Reservist has had 12 years' continuous active duty because the Reserve was not recalled to service until about 1939.

I enlisted in the Organized Reserve in 1924 and have had continuous service since. I was called to active duty in May, 1941 and am still on active duty. I have the Naval Reserve Medal with one star for 20 years' service. I have maintained 4.0 in conduct and hold the Navy Good Conduct Medal. Am I eligible to wear the gold?—J. M. D., CQM, USNR.

• *No, you are not eligible to wear gold because you have been on continuous active duty only five and one-half years. Our answer to E. K., CY, was correct. Naval Reserve personnel were on continuous active duty before 1939 as shipkeepers or with Organized Reserve units, and could qualify for the gold under the provisions of Art. 16-8, Uniform Regs.* —ED.





QUIZ AWEIGH photo (left) in March ALL HANDS correctly identifies instrument as battleship gun turret periscope. Compare sub periscope (right) shown in January ALL HANDS inside back cover.

'Quaker Guns' in Our Day

SIR: Your story on Quaker Guns (ALL HANDS, February 1947, p. 50) reminds me of a ship that used two wooden guns in World War II!

On 18 Dec 1941 the U. S. Navy took a French ship, the MS *Marechal Joffre*, into custody and sailed her from Manila to San Francisco via Borneo, Java, Port Darwin and Sydney. Enroute to San Francisco the skipper decided to build two 5-inch wooden guns on the ship. One gun was built forward and one aft. These guns were manned whenever submarine attacks were expected. When the ship reached San Francisco the guns were removed. The ship was later converted to a troop carrier and renamed the USS *Rochambeau*.—H. F. B., Comdr., USN.

No Atom Bomb Ribbon

SIR: Has any ribbon or decoration been authorized for the men who participated in the atomic bomb tests?—J. A. V., S1, USN.

• *No. There is no authorized ribbon for the atom bomb tests. It is planned however, that awards will be made to individuals who did especially outstanding work in connection with the tests.*—ED.

Submarines Insignia

SIR: A qualified submarine man is appointed acting pay clerk. Is he entitled to wear the distinguishing mark indicating his enlisted qualifications?—J. G. T., Lt., USN.

• *Yes. Uniform Regs, Art. 10-30 (c) states that enlisted men, who are qualified for submarine duty and are subsequently promoted to commissioned or warrant rank, may wear the enlisted submarine insignia on the left breast until they qualify as submarine officers at which time this insignia shall be replaced by the submarine pin.*—ED.

'Come Quick Danger'

SIR: Your article, "Distress Code" (ALL HANDS, March 1947, p. 45), is in error. The code letters CDQ are incorrect.

The early merchant marine radio operators were drafted from the railroad telegraphers and brought with them their general calling procedure signal CQ. This was originally used on railroad circuits to announce the transmission of routine summaries of important information. In 1904 it was realized that some distinctive transmission in the case of distress should be devised. At a conference in Berlin the Italian Government proposed SSS-DDD but it was rejected in favor of CQD which merely added the distinctive letter D for distress to the general calling prosig. As an *aide memoire* early radio operators translated this into "Come Quick Danger". —R. B. M., Capt., USN.

Battleship Periscopes

SIR: The answer to the second question in "Quiz Aweigh" (ALL HANDS, March 1947, p. 37) is wrong. It says periscopes are used on board battleships!—W. R. H., Sgt., USMC.

• *Periscopes aren't used only on submarines, sarge. The periscope in the "Quiz Aweigh" picture is BuOrd's Mark 28 Periscope, and it is shown in a 16-inch turret. There is little resemblance between this periscope and the type used on submarines.* —ED.

American Theatre Medal

SIR: What was the last date a man could qualify for the American Theatre Campaign Medal?—S. G., STM2, USN.

• *2 Mar 1946.*—ED.

Mustering Out Pay

SIR: I shipped over in November 1945 and received $200 mustering out pay. When I receive my discharge this November, am I entitled to another $200 mustering out pay?—P. M., SC3, USN.

• *No. In no case can a total of more than $300 MOP be paid to an individual. If your service now entitles you to the full $300 MOP, and you received only $200 MOP at the end of your previous enlistment, you have another $100 coming at the end of your present enlistment.*—ED.

SIR: I accepted permanent commission as ensign in the regular Navy on 20 Nov 1944. I am now serving as temporary lieutenant commander. Am I entitled to mustering out pay?—R. E. F., Lt. Comdr., USN.

• *No. Section 1 of Public Law 225 denies payment of mustering out pay to anyone receiving base pay at a higher rate than the third pay period.*—ED.

Paving the Way

SIR: The attached copy of a letter received by this command is forwarded for your information.—Commander, NTC, Bainbridge, Md.

"Dear Sir:

"On behalf of the parents of my nephew, a seaman second class, and on my own behalf, I want to express my thanks for your kindnesses.

"I have had a letter from my nephew at Great Lakes and he is very enthusiastic about the opportunity that he has there. I am sure that the training he had at Bainbridge will be of great value in directing his efforts in the future, and that it will pave the way toward bigger things for him.

"As a petty officer said at the recruiting station, 'They may be boys when they sign up, but we make men out of them pretty quickly. You want to see them when they come out of recruit training if you want to see the difference.' We all agree heartily.

*"/s/————————"

Advancements for Cooks

SIR: I am now SC2. I would like to know (1) all the requirements I have to meet for advancement to SC1, (2) when the fleet exam is going to be given and (3) about how long will it be before I can advance to SC1?—B. F. R., SC2, USN.

• *(1) To be eligible for advancement you must meet the requirements set forth by Art. D-5210.01(3), BuPers Manual and BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). (See* ALL HANDS, *October 1946, p. 51.) Because of a combined excess of CCSs and SC1s now in the regular Navy, no advancements to SC1 can be authorized at the present time. (2) Due to the excess, the date of the fleet exam cannot be predicted. It is to be noted that the details of conducting exams to all PO1 rates are delegated to administrative commanders in accordance with BuPers Circ. Ltr. 191-46. (3) You may advance to SC1 at such time as advancements may be authorized by BuPers and you compete successfully for the rating.*—ED.

Pay for Drills

SIR: In ALL HANDS, August 1946, p. 75, you state that for purposes of determining the pay periods of commissioned officers in the Organized Reserve, such service as may be counted in computing longevity pay shall be counted. My longevity service dates from 24 July 1941 and includes 10 months' enlisted and 38 months' warrant service. Am I entitled to pay period 2 for pay purposes in the Organized Reserve?—H. E. D., Ens., USNR.

• *Yes. If the service as set forth above is correctly computed, your pay for drills in the Organized Reserve would properly be computed on the basis of pay period 2.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS North Carolina *(BB 55). Address: Circulation Manager, Showboat,* USS North Carolina *(BB 55), c/o FPO, New York, N. Y. Now available; $1 per copy.*

• USS Mississippi *(AG 128, ex-BB 41). Address: Officer in Charge, War Record Circulation,* USS Mississippi *(AG 128), Norfolk Naval Shipyard, Portsmouth, Va. Checks should be made payable to the Custodian, Recreation Fund,* USS Mississippi *(AG 128). Now available; $2 per copy.*

• USS Mt. McKinley *(AGC7). Operation Crossroads, Fourth Cruise album. Address: Chaplain,* USS Mt. McKinley *(AGC 7), c/o FPO, San Francisco, Calif. Price, $.50 per copy.*

• USS Napa *(APA 157). Address Ernest du Pont, Jr., Room 6014, Du Pont Bldg., Wilmington, Del. A few copies are available for former members of* Napa's *beach party who were transferred to hospitals after the Iwo Jima invasion.*

Leave Information

SIR: I enlisted in the Navy in 1939. I took five days leave in 1940, had 34 days shipping over leave in March 1946 and 17 more days annual leave in August 1946. I would like to know how many days leave I have accrued as of 31 Aug 1946.—L.W.H., CBM, USN.

• *Refer to NDB items 46-1801 and 46-1958 for full information on computing leave credits.*—ED.

Relief and 18-inch Gun

SIR: In ALL HANDS, December 1946, p. 62, you ask if USS *Relief* (AH 1) has an 18-inch gun barrel in its bilges. My answer would be no. In January 1921, a week after her commissioning, I reported aboard the *Relief* for duty as quartermaster first. As an enlisted man, I believe that I was in on all the scuttlebutt that passed among the ship's crew, but I heard nothing or saw nothing of any such gun barrel. The ship was originally designed for installation of a gyro stabilizer, which perhaps was found not too practical, so was not installed. To compensate for the weight that would have occupied that compartment, I remember that pig-iron and concrete were added as ballast. I am sure it would have been common scuttlebutt among the crew if a gun barrel had been used. It's a good argument anyway, if nothing else.—S. C. D., Lt. (jg), USN.

• *You may be right. See* ALL HANDS, *February 1947, p. 59.*—ED.

Saluting Warrants

SIR: Should an enlisted man render the hand salute to a warrant officer under the same circumstances that the salute is rendered to an officer of higher rank?—O. G. R., ARM2, USN.

• *Yes. Both a warrant officer and a commissioned warrant officer rate salutes under the same circumstances as all higher ranking officers do and, like all officers, they are required to salute seniors and return salutes of juniors, as provided by Navy Regs, Art. 266.*—ED.

BB 38 and AVP 34

SIR: During the war I served on USS *Pennsylvania* (BB 38). Can you tell me where she is now?—C.L.H., MAM2, USNR.

• USS Pennsylvania *(BB 38) is now at Kwajalein, Marshall Islands.*—ED.

SIR: If it is not against official secrecy I would like to know where USS *Bering Strait* (AVP 34) is now. It is pleasant to look back over those years I spent on her and though I did my share of griping along with the rest, I believe the Navy is tops.—D.E.K., ex-EM2, USNR.

• USS Bering Strait *(AVP 34) is in the Pacific Reserve Fleet located at Alameda, Calif.*—ED.

Exceptional Service

SIR: Here's a story the naval historians have overlooked: the story of USS *Wolverine* and USS *Sable* during 1943-1945, the ships that did a job of training carrier pilots unequalled in naval annals. The two ships and their crews were not subject to the hazards of combat, but it was nonetheless a hazardous operation. The ships qualified more than 10,000 pilots with an accident death rate of less than one-half of one per cent. This was done with crews that were themselves training for placement with the fighting carrier fleet.

And we can't forget the slamming around the crews of the 85-foot crash boats took in following these two ships in all kinds of rough weather, the roughest the Great Lakes could dish up.

I believe these two ships and the crews of the rescue boats should be cited for exceptional service—C.L.S., Lt. Cdr., USNR.

Too-Tall Discharges

SIR: I am 6 ft. 5 in. tall. I am aboard ship and the racks are too short and the overheads too low. Is is possible to apply for discharge for height reasons?—S. M. G., S1, USN.

• *Yes. BuPers says individuals who are experiencing abnormal growth, who are unable to obtain suitable clothing or who feel they are handicapped in performing duties assigned should report the matter via chain of command to their COs for consideration. Although 6 ft. 4 in. is the maximum height for enlistment, there is no set policy on maximum height a man may attain after enlistment before he is considered not qualified for further retention in the Navy. Each case is considered on its own merits when reported and may result in (1) retention, (2) discharge for military reasons (convenience of the Government), or (3) discharge for medical reasons.*—ED.

Emergency Fingerprinters

SIR: I have had training at two schools on criminal identification and investigation. Can I have my rate changed to fingerprint specialist?—J. J. H., CRM, USN.

• *No. SPXFP is an emergency service rating (see* ALL HANDS, *March 1947, p. 58), and changes to emergency ratings are not authorized for regular Navy personnel.*—ED.

Training Cruise Uniform

SIR: I am a member of the Volunteer Reserve. When I report for my 15-day training cruise, (1) should I bring my uniform and (2) will my training be in the line of my rate?—C.C.P., Y1, USNR.

• *(1) Yes, bring whatever uniforms you may have which are suitable for wear under service conditions and, in addition, bring 1 pair black shoes, 4 pairs black socks, 4 undershirts, 4 drawers, 2 bath towels and necessary toilet articles. The Government will furnish other necessary articles of clothing. (2) Yes.*—ED.

Artists in the Navy

SIR: (1) Is there any specialist rate in the Navy for a commercial artist? (2) Is there any chance for an enlisted man with a great deal of commercial art experience in civilian life getting into something along this line?—R. L. W., S1, USN.

• *(1) Yes. SPXCT, SPXED, SPXTD, CMCBD, SFCBM and EMCBD are all rates for which commercial artists may qualify. All rates, will be absorbed in the new draftsman (DM) rating in the postwar enlisted rating structure. (2) Yes, dependent upon your assignment to an activity having an allowance for one of the above rates.*—ED.

Want Destroyer Insigne

SIR: We of the destroyer fleet think the time has come when we can be identified as "destroyer men." We would like to have an insignia or distinguishing mark to set us apart from the many other branches of the Navy, such as the amphibs, PTs, Seabees and others. Destroyers are greatly underrated. Statistics show that during actual engagements in World War II and previous wars, the ships that have always come through were the "cans." From the famous *Bon Homme Richard*, to the present *Sumner* class DDs, they have done more than was actually intended.

We are proud of this fact and wish to be recognized as being a part of this great heritage. Perhaps all this has no bearing in our plea, but you must take into consideration the fact that in the case of subs versus cans, the cans sank subs as well as vice versa. Because of this we think ourselves eligible to wear such an insignia because the destroyer fleet is a solitary unit and deserves this acknowledgement and distinguishing mark.—Sailors of DesDiv 152.

KODIAK KOLLEGE

MORE THAN 200 men of NOB, Kodiak, have been improving each shining hour in a combination high school-college established by the base educational services officer. And BuPers views the school as a top example of what can be done along the line of education by a naval command.

First semester classes last winter enrolled 212 men, 150 of whom were enrolled in USAFI correspondence courses in the same subjects as well. The school issued 142 textbooks and 217 Navy training manuals; administered 122 general educational development tests, 31 USAFI end-of-course tests and 69 exams for advancement in rating. As a result of the training given in the school, 66 Kodiak men have earned their high school diplomas, and 41 more applications are being processed by high schools.

And, in February, Kodiak U. opened an even bigger and better spring semester.

BuPers concedes that such an achievement involves considerable effort. The Kodiak educational services officer estimates the school and its administration, while only a collateral duty, requires 25 per cent of his time. But BuPers is not ready to concede that an equal effort cannot be put forth by any command in similar circumstances.

The educational program at NOB, Kodiak, went into high gear when the educational services officer, with hearty backing from ComNOB, sent a memo to department heads outlining his plans and asking their cooperation.



NAVIGATION class is taught by C. R. Payne, CQM, at Kodiak's combination college-high school. It is a thorough course, with much practical training.

An educational survey sheet was made up, distributed to all hands, and used as a basis for determining the educational needs of personnel attached to NOB. From the results of the survey, a schedule of first semester classes was drawn up. A radio and station paper campaign elicited enough qualified, volunteer teachers to start the school.

Classes were organized and a three-day registration period was held, in which the men of NOB, Kodiak, fairly leaped at a chance to work in the good, solid subjects they'd missed in high school and college. Trigonometry attracted 20 enrollees, civics 15, U. S. history 21, algebra 24, English usage 46, English composition 16, differential calculus 6, plane geometry 11, shorthand 24 and Japanese language 29. Classes were arranged on a Monday through Saturday schedule, utilizing sparetime hours, principally at the end of the working day.

It was decided that the USAFI correspondence courses be adopted as a basis for class work, for the very good reason that men transferring in the middle of the semester might take their courses with them, and because, also, the USAFI courses may most readily be used in meeting requirements for earning absentee high school and college diplomas.

The educational office and three classrooms were set aside for exclusive use of the school. Classrooms were equipped with ample blackboard space; charts were hung for history and navigation classes; NOB Operations loaned instruments for navigation training.

Textbooks and work sheets for class work are those described in USAFI Catalog, Third Edition, as corrected by letter of 22 Nov 1946. Tests are given and sent to USAFI Headquarters, Seattle, Wash.

Added to the curriculum in the second semester were courses in art, navigation, chemistry and civics, and indications were that the program would continue successfully on its highly ambitious plane.

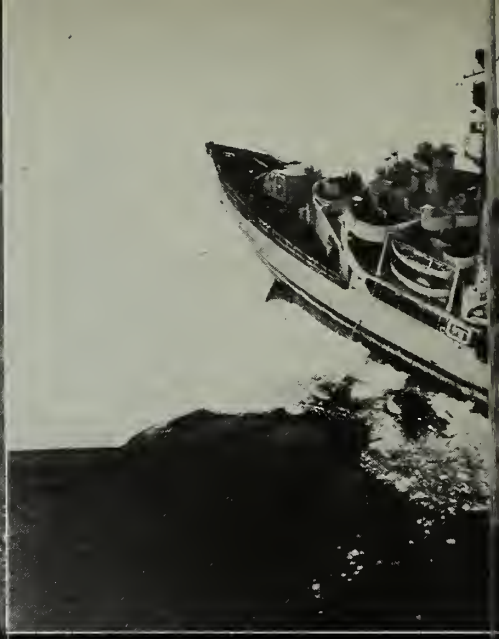
Instructors, by the way, were drawn from many ranks. American Red Cross workers volunteered, as did naval officers and enlisted men with special qualifications, and Civil Service employes of the base. A chief quartermaster teaches navigation, naval officers teach chemistry, history, shorthand and mathematics; Civil Service employes, one a woman, teach English subjects and ARC workers teach civics and government. A CWO teaches the popular art class.

The men of NOB, Kodiak, are getting educated, even if they are a few thousand miles from the nearest little red schoolhouse in the U. S.



INTERESTED students learn the fine points of portraiture from CWO Joseph Judash, instructor. More than 200 students enrolled for school's first semester.





SPORTS AWARDS are presented to
Hueneme's basketball team, at end
(upper left). Navy's newest jet figh
tested above Muroc Dry Lake, Calif.,
who retired recently, are wearing
years of service. Joel Newkirk (
bosn's pipe. They are on a ship w
men to and from overseas bases.
hit the ice like that to clear the w







TODAY'S NAVY



l Gibbs, CSF, manager of Port
11th Naval District tournament
the F6U Pirate, is shown being
left). Lower left: These five chiefs,
l braid denoting more than 165
w) amuses his daughter with
h transports families of service
e icebreaker USCG North Wind
for Navy's Antarctic Expedition.



MIDSHIPMEN AND NROTC STUDENTS WILL VISIT EUROPEAN AND CARIBBEAN PORTS

First Cruise Since War

Naval Academy midshipmen this summer will make their first training cruise into northern European waters since the beginning of World War II.

Ships which will participate are the battleships USS *New Jersey* and USS *Wisconsin;* carriers USS *Kearsarge* and USS *Randolph;* destroyers USS *Cone,* USS *Stribling,* USS *O'Hare* and USS *Meredith;* and the USS *Fort Mandan,* landing ship (dock). The latter craft will carry liberty boats.

In addition to 2,100 midshipmen from Annapolis, the cruise will be made by approximately 200 enrolled in NROTC in various colleges. Ports listed in the itinerary are Portsmouth, Weymouth, Plymouth, Greenwich and Woolwich, England; Rosyth, Scotland; Oslo, Norway; Goteborg, Sweden; and Copenhagen, Denmark. However, not all of the ships will visit all of these ports.

The ships will arrive in European waters about 19 June, and will depart about a month later. Admiral Richard L. Connolly, USN, Commander of U.S. Naval Forces Eastern Atlantic and Mediterranean, will fly his flag in one of the large ships during the period that the squadron operates in the area under his command. The squadron will be commanded by Rear Admiral John Perry, USN, ComCarDiv 6. Rear Admiral Heber H. McLean, USN, ComBatDiv 1, will be in the *Wisconsin.*

NROTC Cruise

NROTC sophomore students in 34 colleges and universities east of the Mississippi will participate in a seven-week cruise this summer in the Western Atlantic and Caribbean.

Approximately 1,800 students will depart Annapolis, Md., aboard two heavy cruisers, USS *Oregon City* and USS *Albany.* First port of call will be Colon, C.Z. Visits also will be made at Port of Spain, Trinidad; San Juan, Puerto Rico; Guantanamo, Cuba; Bermuda and New York before the group disembarks at Hampton Roads, Va.

The NROTC students are receiving general college courses under provisions of Public Law 729 (79th Congress), which implements the so-called Holloway Plan (ALL HANDS, November 1946, p. 51). During a normal college career, they are given sufficient naval science courses to qualify them for commissions in the Navy.

Junior and senior NROTC students from various colleges and universities throughout the U.S. will take part in the summer cruise which Naval Academy midshipmen will make to northern European ports. A cruise in the Pacific is being planned for sophomore students in NROTC units west of the Mississippi.

Leyte to Mediterranean

USS *Leyte* (CV 32) is scheduled to visit various Mediterranean ports as part of a Navy training plan which rotates carriers with units assigned to European waters.

The Essex-class carrier is expected to visit Gibraltar, Naples, Suda Bay (Crete), Istanbul and Alexandria during her stay in the Mediterranean area. The Navy Department requested the State Department to arrange routine diplomatic clearance for the visits.

The announcement pointed out that on 30 Sept 1946, SecNav James Forrestal stated that "from time to time aircraft carriers will be ordered for temporary duty with the forces in European waters to facilitate training of all ships in carrier task group operations and to give our aviators equal opportunity to visit foreign countries."

LAST JUNE



GI terminal leave bill passes House by unanimous vote, goes to Senate. Navy decides to complete 14 warships previously set aside. Lockheed Neptune patrol bomber sets a new coast-to-coast speed record—9 hours 23 seconds.

JUNE 1947

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



CHIEF'S BABY gets a check-up from doctor in charge of the Marine Corps Family Clinic at Tsingtao, China. Clinic was set up to care for service families.

More Power to Ya!

The rated power of most service-type Navy airplanes will be increased approximately 10 per cent this spring when the Navy switches over from the familiar 100 octane gasoline to a new, higher rated fuel.

In a move which has been projected since before the end of the war, the old type aircraft fuel will be replaced with the new 115/145 gas as stocks of the old run out. No more 100 octane will be purchased by the Navy.

Need for the new fuel was seen before the end of the war as technical progress on engines was made, and it was developed experimentally. At the end of hostilities, however, so much of the 100 octane was left that it was decided to continue using it until existing stocks were depleted. Production of the new fuel continued in the meanwhile and it will replace the old as the last of 21 million barrels of 100 octane is used this spring.

The new fuel represents a technical advancement beyond the "octane" rating for gasoline, under which 100 octane was presumably the perfect fuel. Since, under the octane system, there is no higher rating than 100, the new fuel will be called, simply, 115 grade.

The new fuel, because of its better performance, will add an average of three to four per cent to the top speed of aircraft at sea level, over 10 per cent to the rate of climb, and will decrease takeoff run about six per cent, representing about a 10 per cent increase in military rated power.

The higher rated gasoline will be used in all aircraft engines over 1800-cubic-inch displacement, which means almost all the conventional engines in combat-type planes. For training, utility and some transport type planes 91 octane gas will continue to be standard, and 73 octane will still be used in primary trainers.

Storage facilities and refueling terminals, as well as fueling equipment aboard carriers, will not need modification to handle the new fuel. Aircraft engines will be re-rated, based on the new fuel, but no difficulties will be met when the 100 octane must be used, as on ferry flights or at stations where it has not yet been replaced.

In addition to boosting the horsepower of standard engines, use of the new fuel will make posible unrestricted operation of some of the newer engines which were built for and rated on the new gas, but which have been used with 100 octane.

Naval Reserve Week

The week of 18 through 25 May has been designated for nationwide observance as Naval Reserve Week. Programs in 550 cities will call attention to the necessity for maintaining a strong Naval Reserve and to the opportunities in the Naval Reserve for veterans and nonveterans from 17 to 40 years of age.

"I Am An American Day", 18 May, already a patriotic holiday, will mark the opening of the week-long observance which will be climaxed 25 May by "Naval Reserve Day."

Naval Reserve armories, Naval Air Reserve stations, and ships assigned to the Naval Reserve program will be open for public inspection during the week. The regular Navy will join with the Naval Reserve to observe the week by opening many shore establishments to the public and by allowing the public on board units of the Fleet in various U.S. ports.

"Ever since I became Secretary of the Navy," SecNav James Forrestal said, "I have been interested in having a vital and effective Naval Reserve program, not only to provide the Navy with a backlog of partially trained people for quick expansion in event of war, but equally important, to provide the link between the Navy and the general public in time of peace.

"Whatever distinctions may once have existed between USN and USNR were eradicated in the war," he stated. "The end of the war has not ended the need for mutuality of effort and solidarity of purpose."

Five Marines Killed

Five marines were killed and 16 wounded by a hostile band of gunmen who attacked the Hsin Ho ammunition depot in northern China on 5 April.

The attackers were in four groups, three attacking the First Marine Division ammunition supply, and the fourth ambushing reinforcements sent from Tangku, five miles away. Mines were planted in the road from Tangku, and the attackers concealed themselves in irrigation ditches. Of the 16 wounded, eight marines were wounded in the ambush.

Marine headquarters estimated 350 gunmen took part in the attack, 300 in the assault on the depot and about 50 in the ambush. The bodies of six attackers were found, but it is believed their casualties were greater. Marine observation planes reported seeing the fleeing band carrying a number of stretchers.

During the attack, two dumps were



USS *LEYTE* has been assigned to the Mediterranean for training purposes. She will visit Gibraltar, Naples, Crete, Istanbul and Alexandria on the cruise.



USS MISSOURI has been honored by Turkey in series of stamps commemorating historic visit of ship to Istanbul.

blown up. Concussions shook buildings in Tientsin, 30 miles away, but no marines were killed by the explosions. The battle at the depot raged four hours until the aggressors broke and ran, pursued by ground forces from Tangku and marine planes.

The five slain marines were killed during the first few minutes of the fight. Two were sentries on post and the other three were assisting them.

Mobile Dental Units

Nine Navy mobile dental units are furnishing dental treatment to personnel at activities which do not have a dental officer regularly assigned. The units, which were conceived by Rear Admiral A. G. Lyle, (DC) USN, Chief of the Dental Division, BuMed, are now in operation in seven naval districts.

Each unit, which consists of a truck and trailer, costs approximately $30,000 and weighs nearly 15 tons. It is equipped with two complete dental operating rooms, including x-ray and sterilizing apparatus. Local water and power facilities can be utilized, but if none is available, it can operate independently. Sufficient power is produced by an auxiliary jeep engine to operate the x-ray, air compressor, water pressure, sterilizers, heaters, air conditioning unit and all other equipment.

In addition to the nine regular units, the Navy also has a mobile prosthetic dental unit, which operates out of the National Naval Medical Center, Bethesda, Md., and is presently assigned to the naval station at Green Cove Springs, Fla.

An example of the success of the units is the one assigned the Eighth Naval District. During the past year the unit has furnished dental service to over 2,500 naval personnel. A total of 2,204 dental restorations were completed. In addition, the unit also made 337 extractions and 470 oral prophylactic treatments and provided numerous routine dental treatments.

First Ship of Type

The powerful icebreaker USS *Burton Island* (AG 88), which took part in the Antarctic expedition, is the first ship of its type to be built for the Navy. A prototype of the Coast Guard icebreaker USCG *Northwind*, the Navy vessel has a length of 269 feet—contrasted by a beam of 64 feet.

Medium Altitude 'Bends'

Scientists evaluating results of Operation EVEREST, the Navy's high-altitude experiment conducted last July at NAS, Pensacola, Fla., have discovered more than they expected.

The test, which was staged to determine effects of the lack of oxygen on humans, has yielded an unexpected physiological by-product. This was the discovery of attacks of aero-embolism (commonly called "bends"), which struck 6 of the 20 attendants who entered the low-pressure chamber used for the experiment.

Aero-embolism usually does not occur below 30,000 feet, but the seizures during the experiment came at the equivalent of a moderate 18,000 foot altitude. The attendants had entered the test chamber several times daily to serve food and give physiological tests to the four Navy volunteers within. Equipped with oxygen masks, the attendants passed through a lock to reach the inner chamber.

Since the seizures occured at a moderate altitude and at a rate of climb not uncommon in modern military aircraft, the investigators expressed the preliminary belief that the key factor was the repetition of the ascents several times daily.

Accordingly, the Navy's School of Aviation Medicine at Pensacola has launched a test with 150 men of naval pilot age and physical qualifications to explore further the possible effects of repeated fast ascents on operational flying.

Meanwhile, Navy medical experts are bringing to completion detailed analysis and evaluation of scientific data obtained from the 30-day "Everest" test.

The experiment was called Operation EVEREST because the simulated altitude of the test chamber approximated that of the world's highest mountain.



CIVILIAN TAYLOR reads ALL HANDS in his study room at U. of Iowa, which he is attending under provisions of GI Bill.

ALL HANDS Booster

Thousands of Navy men who have left the service since the war are still keeping up with naval trends and events through ALL HANDS.



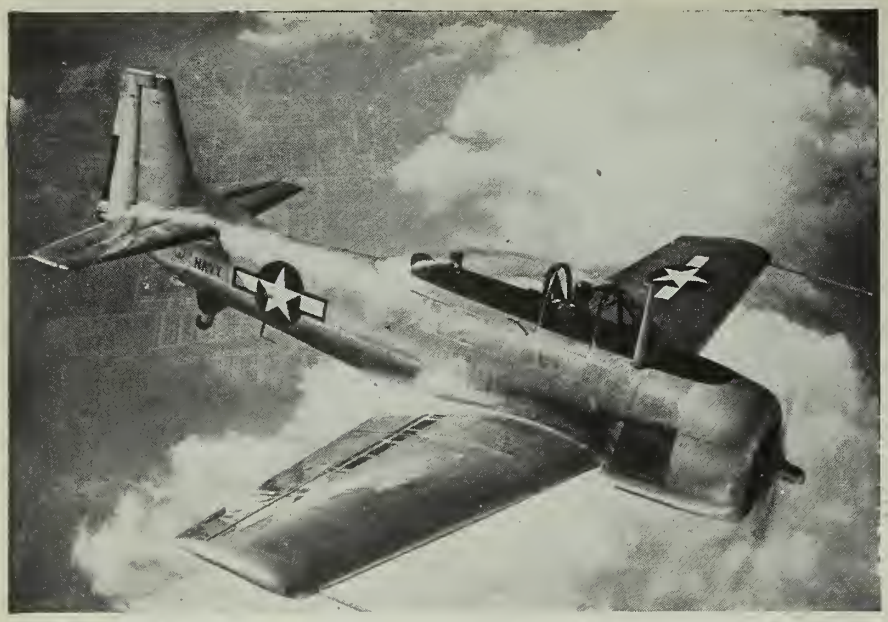
Roy Taylor, RM3

A good example is Roy Taylor of Wellman, Iowa, who served on USS *Intrepid* and who is now attending the University of Iowa under the provisions of the GI Bill.

Taylor says ALL HANDS is on his "must" list for reading as a Navy veteran because the magazine helps him keep up with progress in the service and brings back memories of exciting days.



BRITISH naval cadets line the rail of the cruiser *Frobisher* as they get their first look at the U. S. Naval Academy during a visit to the United States.



XSN2J-1, experimental intermediate trainer developed by North American, has a top speed of 270 miles an hour. The Navy has ordered the plane for evaluation.

Bigger Canal Studied

Congress has been making a first hand study of ways in which the Panama Canal can be enlarged and improved.

Twelve members of the House Merchant Marine and Fisheries Committee sailed to Panama for the study. Representative Fred Bradley of Michigan, chairman, said the trip was decided upon "because we are primarily interested in finding out how we are going to enlarge and improve the facilities of the canal in the light of the developments on the construction of larger warships, such as aircraft carriers, that cannot get through."

First Academic Dean

F. L. Wilkinson, dean of the Speed Scientific School, University of Louisville, Ky., and a graduate of the Naval Academy (1917), is serving as the first academic dean of the Postgraduate School at the Academy.

In filling the position, authorized by the 79th Congress, Dean Wilkinson will be in charge of the school's engineering curricula and will be responsible for all theoretical instruction, including related practical work in the laboratories. Naval officers previously were in charge, but their rotation between sea and shore duty tended to disrupt the continuity of instruction.

32 Japs Still at Large

The war hasn't ended for all Japanese.

Navy families on Peleliu, in the Pacific, were moved from their homes near the island's airstrip to protect them against a possible last-ditch "banzai" charge by 32 Japanese still at large.

Quick evacuation of the families to the submarine base area, a quarter of a mile east of the airstrip and away from Bloody Nose Ridge, came after questioning of a captured Japanese holdout.

The prisoner revealed that the other members of the band of Japanese renegades might be planning to attack the main MarCorps camp and naval installation surrounding the Peleliu airstrip. The band of Japanese has been at large since the war's end.

If staged, the attack was expected to come after the remaining holdouts learned that Japan had lost the war, and that they were completely deserted. The prisoner expressed amazement at the time of his capture when he heard that the war had ended. He never had heard of the atomic bomb.

Faced with the possibility of attack, the island commander ordered formulation of an immediate defense and security plan. All automatic weapons, mortars and flame throwers were made ready for immediate use. Armed guards and lookouts were posted and patrols doubled.

New F8F Trainer

A new advanced instrument flight trainer mocked up to duplicate the cockpit of an F8F marks the latest development by the Navy's Special Devices Center for quick, efficient training of naval pilots at minimum costs.

The trainer is designed to represent the Fleet fighter so closely that even the engine sound volume for various power settings is reproduced, and the pilot hears the screech of wheels striking a runway when he makes a simulated instrument landing.

In "flight" a special device makes cloud shadows pass across the cockpit enclosure, and to further the realism for the student the power controls are so adjusted that they must be increased for climbing as altitude is gained.

All cockpit controls and instruments are located as in the actual aircraft, and all are operative in response to flight and engine controls.

For better training in emergency procedures and unusual situations, the instructor for the trainer has a position above and behind the student, where he can see all the instruments, control them to produce simulated emergencies, then watch the trainee's reactions and responses.

Further realism is in the armament controls, which will reproduce the sounds and effects of actual firing of guns and rockets when arming and triggering controls are worked. The radio range and YG equipment incorporated in the trainer are fully operative to permit it to be used for navigational problems.

Twenty-five of these trainers are being produced to meet current requirements, and allocation of them is under control of CNO.

Past experience of the Navy in the use of special devices mocked up to represent actual flight in aircraft of various types has indicated that they provide operational flight training almost the equivalent of actual flight, with the advantages of being under controlled conditions and being much less expensive than flight.



GRADUATES of the motion picture operator's school, Fleet Training Center, Guam, these men will return to commands to promote Navy welfare in western Pacific.

Military Leaders Honored

In a colorful ceremony at Columbia University, honorary degrees of Doctor of Laws were conferred upon eleven of the nation's top World War II military leaders.

Recipients of the honorary degrees —two of them in absentia—were Secretary of State George C. Marshall, wartime Army Chief of Staff; General of the Army Dwight D. Eisenhower, Chief of Staff; Fleet Admiral Ernest J. King, wartime Cominch and CNO; Fleet Admiral Chester W. Nimitz, CNO; Fleet Admiral William F. Halsey; Gen. Alexander A. Vandegrift, Commandant, MarCorps; Vice Admiral Emory S. Land, USN (Ret); Maj. Gen. Norman T. Kirk, Surgeon General; Maj. Gen. Lewis B. Hershey; and Generals of the Army Douglas MacArthur and Henry H. Arnold, who were unable to attend.

Secretary Marshall and Admiral King accepted the honors on behalf of their respective services as a tribute to the entire personnel. Both paid tribute to the contribution given by the nation's universities.



ORDER of Dragon medal is given Ruth Dobson, AMM2, whose father was first American over Peking Wall in Boxer War.

Gen. Russell Dies

Major General John H. Russell, USMC (Ret), who was commandant of the Marine Corps from 1934 to 1936, died at his home at Coronado, Calif. He was 74.

The following tribute was paid by SecNav James Forrestal:

"Major General J. H. Russell, in a long career characterized by selfless devotion to duty, proved a gallant commander and forceful leader. He served with distinction as Ambassador Extraordinary to Haiti, and as the Fifteenth Commandant of the Marine Corps. His loss will be deeply felt by the Marine Corps and the Nation."

Salem Launched

USS *Salem* (CA 139), most recent cruiser of the *Des Moines* class, has been launched at the Quincy, Mass., shipyards, the 100th ship completed in those yards since Pearl Harbor.

To increase personnel efficiency in varying climates, living and working spaces of the vessel—except the boiler and main engine rooms—will be air-conditioned.

FLY IN CIRCLES WITH TAILWIND TO GET THERE QUICKEST

Did anyone ever tell you that a straight line is the shortest distance between two places?

Not in airplane travel, it isn't.

It is common knowledge that an airplane travelling a long distance actually covers fewer miles by taking a "great circle" course following the earth's curvature, rather than taking for its route a straight line between points on the chart.

Now comes another kick in the teeth for the a-straight-line-etc. saying: pressure pattern flying.

Advocates of the new system of aerial navigation point out that while the straight line is not the shortest distance and the great circle is apparently the fastest, planes can actually save time over a long flight by making a dog-leg course, or even one or more "S" curves.

The theory is that winds always seem to be blowing somewhere and that the plane's navigator, by figuring out in advance which winds are going his way fastest, can hitchhike on them to save time.

The whole business goes back to the weatherman, who proved some time ago that weather depends basically upon a series of high and low pressure areas in the atmosphere, and that in the northern hemisphere winds always blow in a counter-clockwise rotation around those low pressure areas.

With the great wartime increase in long-distance flying, someone figured out it meant that if you were flying west and happened to pass south of one of the "lows" you would necessarily be bucking a headwind.

Naturally, somebody figured out that a few miles alteration in course could put the plane north of the center of the low. The plane would get tailwinds and the increased ground speed would more than make up for the time it might have lost by flying the greater distance. As a corollary, it was obvious that the shorter the time a plane was in the air the less gas it would use and the more efficient the flight would be. That worked, too, when it was tried.

The deal works like this: from Foynes, Ireland, to Gander, Newfoundland, the airline distance by the great circle route is 1,850 miles. By a straight line on a chart this distance is a lot closer to 2,000 miles. By pressure pattern flying—deliberately leaving the shortest route to take advantage of winds—the airman might increase this distance to, say, 2,200 miles.

Well, flying the great circle—the shortest route—it is easily possible for a plane to have 30-mile-an-hour headwinds for the whole distance. At 200 miles an hour, a good average airspeed for a modern plane, the 1,850 miles would take 10.8 plus hours.

At the same airspeed of 200 miles an hour but flying the pressure pattern to take advantage of favorable winds, the plane could easily get tailwinds of 30 miles per hour all the way. In this case, the 2,200-mile flight would take 9.6 plus hours—more than an hour shorter than the great circle route.

The Navy has put the basic idea to work with great success ever since the latter days of the war, when it was used effectively in routing planes from San Francisco to Honolulu and return, and probably will increase use of the plan in future long-range overwater flights.

In the meantime, aviation generally has come up with a whole new system of ideas essentially based on the original one of following the winds.

One of the latest of these is a system whereby the navigator doesn't need to see either the sea or the sky—or anything else outside the plane for that matter—so long as he has a radio altimeter, a pressure altimeter and some idea where he started from.

This latest version is called aerologation, which apparently means navigation by use of aerology.

It's a system by which, with a pressure altimeter to show pressure changes in the air and a radio altimeter to show true altitude, a complicated series of formulae can be used to determine what the winds are and, therefore, what they're doing to the course of the plane.

This came as a logical product of the discovery that wind currents followed a definite pattern around the weather map. Further investigation from that start showed that the gradient of the pressure areas—the rapidity with which the pressure changes from high to low in a given distance—had a definite and predictable effect on the velocity of the wind.

That meant, someone decided, that if a navigator knew how fast the pressure was changing where he was flying, he could figure out what the wind was. And, going a step further, that by knowing the pressure and the winds and such he could make up his own weather map and get even better winds.

BOOKS: INFLUENCE OF SEA POWER RULES MONTH'S BOOK PAGE

The Navy's men and women will have great opportunity to learn about their service—from its inception—and about the naval policies of ours and other navies in the books sent this month to ship and station libraries.

The naval historian—the casual and the more intent—will welcome the addition of this month's selections to their libraries.

Power Afloat

● ***American Sea Power Since 1775,*** edited by Allan Westcott; Lippincott.

The great traditions of the Navy, the stories of her great men and great ships, are told in this 609-page history of our Navy from Revolutionary days to the end of the war against Japan. It was written primarily as an operational history, covering the Navy's work in peace and war.

It deals with the great battles and commanders from the time of Esek Hopkins, ex-privateersman from Rhode Island who was named "commander-in-chief" of an 8-ship squadron of 110 guns in 1775 by a "Naval Committee" appointed by the infant Congress. (John Paul Jones was first lieutenant in the flagship *Alfred* of this first fleet, which was meant to fight a British force of 78 ships mounting more than 2,000 guns.)

The period of the Revolution is covered in two chapters, one of them dealing almost wholly with the activities of John Paul Jones, who became the outstanding naval figure of the American Revolution and a founder of our naval traditions.

Each of the great eras of naval history receive mention. While 10 chapters are devoted to World War II, the Quasi-War with France and the war against the Barbary pirates also receive their due in a chapter titled "Problems of a Neutral," which points out the problems of a new nation struggling for her rightful place in the parade of nations.

Without neglecting the interesting stories of men and battles, the authors have sought to emphasize the aspects of naval history having special significance today.

The impact of new weapons on tactical and strategical concepts of naval warfare is shown with the chapters dealing with conversion from sail to steam; the arrival of the submarine as a weapon; and with the new weapons of World War II.

Seven men collaborated, each in a selected field, to produce this book. The book is an important contribution to the general history of our country because it shows the part played by the Navy in the growth of the nation.

The authors are Allan Westcott, senior professor, U. S. Naval Academy; Richard S. West, Jr., associate professor, U.S. Naval Academy; J. Roger Fredland, assistant professor, U.S. Naval Academy; Comdr. Elmer B. Potter, USNR; Lt. Comdr. William W. Jeffries, USNR; Lt. Comdr. Neville T. Kirk, USNR; and Lt. Comdr. Thomas F. McManus, USNR.

Supreme Strategist

● ***Mahan on Sea Power,*** by William E. Livezey; University of Oklahoma Press.

At the time of his death, Rear Admiral Alfred Thayer Mahan reigned supreme in the field of naval strategy —he had no rival, says Professor Livezey of the subject of his book, the newest on Mahan.

Rear Admiral Mahan has been described by his admirers at home and abroad as the greatest of naval historians and strategists. He has also been described by his critics as an imperialist and an incendiary. But both sides agree that in naval affairs he ranks with Clausewitz, the classical master of land operations.

Mahan's *The Influence of Sea Power Upon History, 1660-1783* and other of his numerous books shaped events and created history because of the influence these books had on the men who directed navies throughout the world. His voice was a powerful one in the late 1800s, when France, Great Britain, Germany, Japan, the United States and Russia were expanding in their various spheres—rubbing against each other and raising sore spots on their separate national bodies.

His various books, ranging from *The Influence of Sea Power Upon History,* published in 1890, to *Sea Power in its Relation to The War of 1812,* published in 1905, were warmly received in Great Britain—more so than in his own country—and were translated in most of the European languages. Many Navy men in many countries believed an addition to naval history had been made and they sensed a new departure from old ideas.

Theodore Roosevelt, at the time of Admiral Mahan's death in 1914, said "Admiral Mahan was the only great naval expert who also possessed in international matters the mind of a statesman of the first class. His interest was on the large side of his subject; he was more concerned with the strategy than tactics of both naval war and statesmanship."

Because of his recognition as an expert in the principles of naval strategy, Mahan had tremendous influence on the growth and use of naval forces. In the field of power politics he justified and approved the struggle for dominance and evolved a defense for nationally organized force.

Professor Livezey searched the private papers of many leading figures of Mahan's time, used extensively Mahan's correspondence and studied many official documents to gather material for this critical evaluation on Mahan's influence on the gospel of sea power of both the United States and foreign powers.

While the atom bomb has changed the world Mahan knew, the principles of power he spoke of and wrote about still exist and the atom bomb is just another weapon which the nations of the world will use to further their own interests—as Mahan would have used sea power.



ROCKET-FIRING LSM (R)s, pictured on the jacket of *American Sea Power,* illustrate the growth of our sea power since the days of the small Continental Navy.

Pacific Fighters

● ***The Island War,*** by Maj. Frank O. Hough, USMCR; Lippincott.

This is a book for Marines, first, and for those interested in the American advance in the Pacific from Guadalcanal to the deck of USS *Missouri,* thereafter. The sub-title is "The United States Marine Corps in the Pacific."

Maj. Hough is a Marine Corps veteran of both World Wars. He served as a rifle regiment sergeant in the first and had a staff job in the second.

The heroism of the Marine fighting man, the man who took the bloody islands of the Pacific from a fanatic enemy, is recounted again in *The Island War,* a compilation of the great battles the Corps waged. The book is

well illustrated by official Marine Corps photographs and with maps and charts showing the advance of the war in the Pacific.

This book, according to a short note in the front pages, is not an official publication of the Marine Corps. However, Maj. Hough was officially assigned to write the book and was given access to secret and confidential Marine Corps documents and supplementary material.

Lighter Reading

In addition to the three histories of phases of the war, books of fiction and a biography of Lincoln are being sent to ships and stations.

● **"The Lincoln Reader,"** edited by Paul M. Angle; Rutgers University Press.

A leading Lincoln authority cleverly blends selections from the writings of Lincoln biographers into a complete portrait.

● **"Jeremy Bell,"** by Clyde Brion Davis; Rhinehart.

A period piece—America in 1897 and a couple of restless small-town boys who set out one summer for Chicago and life in the big city. They have some hair-raising adventures and end up as soldiers in the Spanish-American War.

● **"In the Hands of the Senecas,"** by Walter D. Edmonds; Little, Brown.

The author of "Drums Along the Mohawk" writes another historical novel. This one is based on the adventures of a group of women captured by Senecas when they raided a northern New York village in the 1770s.

● **"Go-Devil,"** by Marguerite Eyssen; Doubleday.

The story of Rand Bole, Pennsylvania oil baron, and the two women in his life—one the wanton Petty and the other his wife, Molly. Drama and action of the era when men rose to wealth and power in a fight with no holds barred.

● **"Stranger in Town,"** by Howard Hunt, Random House.

A time-killer with plenty of romantic interest. It's about John Fleming, a pleasantly cynical man-about-New York who became a war hero and returned to his former haunts, a wiser if not a sadder man.

● **"Strumpet Wind,"** by Gordon Merrick; William Morrow.

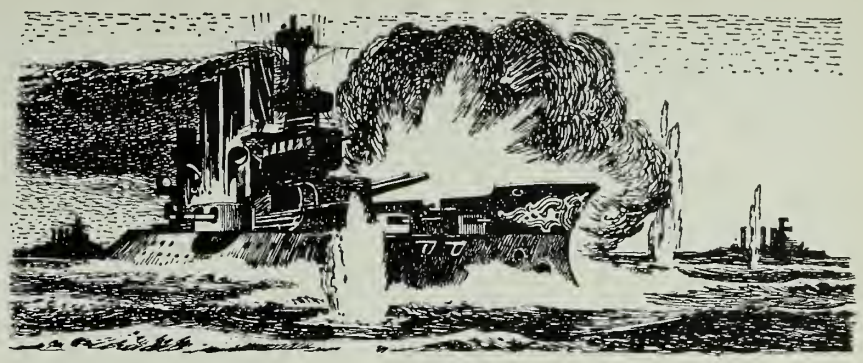
Espionage and counter-espionage involving a young American officer during the invasion of Southern France. A good spy story.

● **"The Wild Yazoo,"** by John Myers; Dutton.

Plenty of action and romance in this drama of pioneer life in Mississippi in the 1830s, with a dashing hero who breaks heads and hearts with abandon.

● **"The Wayward Bus,"** by John Steinbeck; Viking Press.

A new Steinbeck story set in the back country of Southern California, where a group of oddly-assorted people find themselves marooned, first by the breakdown of the bus and then by a flash flood. What happens is a study in behaviorism in the usual Steinbeck manner.



NAVY'S ROLE IN NATION'S HISTORY

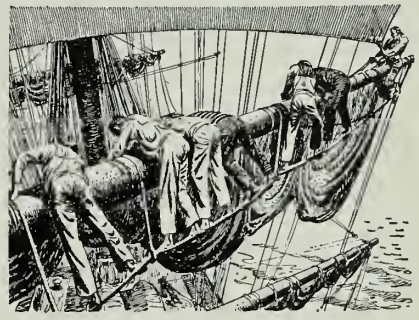
History comes alive in the book "Your Navy," written by BuPers and now on its way to the Fleet. The book tells in readable, action-packed style of your Navy and its role in the history of your country.

The volume will be so distributed, it is planned, that every Navy man will get a chance to read it. It is probable it will be in most ship and station libraries in the near future. It also is available from the Superintendent of Documents, Washington 25, D. C. Enclose $1 per copy.

"Your Navy" is as logically arranged as a college textbook, but it's twice as readable. And the text is well-paced—by plenty of illustrations, many drawn especially for the edition, which show the growth of the Navy and how it won its place in history (the pictures accompanying this article are taken from "Your Navy").

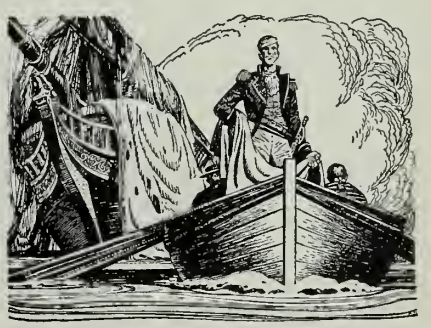


The story of the Navy's development, in this book, is reflected from many facets: material, personnel, tactics, battle experience. It's all in "Your Navy." In the material line, the volume tells of the building of the Navy of sail, the transition to steam, the development of armament and the invention of the submarine and the airplane. The reader steps right up to meet that species known as the "sailor," from the days the bucko dipped his pigtail in tar to the day he paused, after the victory of World War II, and looked ahead from the Crossroads to the Navy of the future. It is in the development of tactics, told in battle-experience style, that "Your Navy" is richest. Here are the stories of America's naval heroes who gave so much to their country and to the Navy of today.



"Your Navy" will bring a concurrent advantage to the reader. It's a painless way to pick up a good bit of history. The exciting story of the Navy, of interest to any bluejacket, is told against a backdrop of American history: the Revolution, birth of the Republic, the War of 1812 and the Civil War, the War with Spain and two World Wars are the panorama before which the action takes place.

BuPers published the volume to provide the enlisted man with an appreciation of his Navy's traditions, an understanding of its history and development, upon which to base a realization of the place of the Navy and its men in today's world.



DECORATIONS & CITATIONS

PUC Awarded Ship Which Fought Off 25 Jap Kamikazes

A Presidential Unit Citation has been awarded the USS *Aaron Ward* (DM 34) for action as a radar picket ship during the Okinawa campaign.

The action for which the *Ward* was cited, and in which she was badly damaged, took place on 3 May 1945, when she was attacked by "approximately" 25 kamikaze planes.

Shooting down two kamikazes which approached in determined suicide dives, the citation says in part, the *Aaron Ward* was struck by a bomb from a third suicide plane as she fought to destroy this attacker before it crashed into her superstructure, spraying the entire area with flaming gasoline.

The damage instantly flooded the *Ward's* after engine room and fire room and she was forced to maneuver in circles because of damage to her steering gear, but while she was fighting fires and exploding ammunition she destroyed three more suicide planes in rapid succession.

Then a seventh attacker dropped a bomb close aboard and crashed in flames on the main deck. The explosion holed her forward engine room and she lost way, being dead in the water when an eighth kamikaze crashed into her superstructure bulkhead a few seconds later.

Already seriously damaged, she was still fighting with all remaining guns when a ninth and, finally, a tenth attacking plane crashed aboard her, the first of these destroying almost all the after guns.

With fires raging uncontrolled, ammunition exploding and all engineering spaces except the forward engine room flooded as she settled in the water and listed to port, she began a nightlong battle to remain afloat and, with the assistance of a towing vessel, finally reached port the following morning.

Comdr. W. H. Saunders, Jr., USN, San Diego, Calif., was CO of the ship at the time.

Commendation Ribbon Authority Restricted

Authority to award the Commendation Ribbon, delegated to various commands, has been withdrawn from all except CincPacFlt, CincLanFlt and ComNavEastLant, Alnav 69-47 (NDB, 15 March) announced.

The three designated commands retain until further notice authority to award the Commendation Ribbon for services performed between 6 Dec 1941 and 2 Sept 1945.

DE Commended For Anzio Action

USS *Herbert C. Jones* (DE 137) has been awarded the Navy Unit Commendation for heroism in support of the Anzio campaign, 23 Jan to 16 Feb 1944.

The *Jones*, whose CO during the period of the citation was Comdr. Rufus A. Soule, III, USNR, of Piedmont, Calif., was cited for her defense of Allied shipping off the Anzio beachhead against repeated enemy aerial attack.

Special mention was made in the citation of the ship's work as a pioneer in the field of electronics warfare, in which she "consistently intercepted enemy radio messages to supply ample warning of impending air strikes before the hostile craft were airborne."



USS *Aaron Ward* (DM 34)

Marine FitRon 214 Awarded PUC For Fighting in SoPac

Marine Fighting Squadron 214, the famous "Black Sheep" squadron under command of Lt. Col. Gregory P. Boyington, USMC (Ret), has been awarded the Presidential Unit Citation for its outstanding combat record in the South Pacific from 7 Apr 1943 to 6 Jan 1944.

Actions specified in the citation were: Guadalcanal, 7 Apr 1943; Munda, 17 July to 30 Aug 1943; northern Solomons, 16 Sept to 19 Oct 1943; Vella LaVella and Torokina, 17 Dec 1943 to 6 Jan 1944.

The citation stated that FitRon 214 was the first squadron to strafe Kahili, the first to operate from Munda while the field was under heavy enemy artillery fire, and the first to lead a fighter sweep on Rabaul.

This unit, the citation says, destroyed or damaged 273 Japanese aircraft during these campaigns and, in some of the most bitterly contested air combats on record, contributed substantially to the esetablishment of an aerial beachhead over Rabaul and paved the way for Allied bombers to destroy Japanese shipping, supply dumps and shore installations.

The citation concludes, this unit was frequently outnumbered but never outfought.

Flotilla Five LSTs Get Commendation For Solomons Action

Twenty-four ships of LST Flotilla Five have been awarded Navy Unit Commendations for their work during the struggle for the Solomon Islands, beginning in March, 1943.

The citations for individual units differ only in that they reflect the luck of the vessels in evading enemy action. The overall action picture covers the period from March of 1943 to May of 1944, but individual citations run from March 1943 to the date the ship concerned was damaged or sunk by enemy action.

Seventeen of the vessels, LSTs 166, 339, 341, 353, 354, 390, 395, 397, 398, 399, 446, 447, 449, 460, 472, 485 and 488, received citations differing only in the name of the ship. These citations are, in part:

Operating in hostile and uncharted waters and off difficult beaches without adequate protection of surface escort and air coverage, she carried out a heavy operating schedule, constantly fighting the submarine menace to our

supply train maneuvering up the Slot, and making every effort to get her vital cargo unloaded at combat destinations before the enemy could destroy her. In addition (she) contributed to the development of this type vessel as a hospital evacuation ship; helped to initiate the use of increased armament for all LSTs to repel Japanese air attacks; and assisted in perfecting loading and unloading techniques to facilitate the handling of her inflammable and explosive cargo during combat operations.

The citations of the remaining seven ships give substantially the same background but conclude with a statement of the action in which the vessel was damaged or sunk. Typical is the citation of LST 167, which says,

"An aggressive, fighting ship, LST 167, her officers and men, served with distinction until she was bombed and severely damaged by Japanese planes on 25 Sept 1943."

The seven ships whose citations mention damage by enemy action are LSTs 167, 334, 340, 342, 343, 396 and 448.

CO of LST 167 for the period of her citation was Lt. Edward C. Simons, USCG, of New York, N.Y.

The citation of LST 334 was for the periods March to October 1943 and November 1943 to May 1944, during which times her COs were Lt. George V. Aylward, USNR, of Kansas City, Mo.; Lt. (jg) Charles J. Hawkins, USNR, Minneapolis, Minn.; and Lt. (jg) Jack J. Reed, USNR, Seattle, Wash.

March to June 1943 was the period of the citation for LST 340, whose CO at the time was Lt. William Villella, USN, of Chula Vista, Calif.

Lt. Edward S. McCluskey, USNR, of Easton, Pa., was CO of LST 342 during the period of her citation from March to July, 1943.

CO of LST 343 from March to July 1943 and November 1943 to May 1944, the periods of her citation, was Lt. Harry H. Rightmeyer, USN, of Galveston, Tex.

LST 448 was cited for the period March to October, 1943, during which time her COs were Lt. Abraham Zitenfield, USNR, of Chicago, Ill., and Lt. Charles E. Roeschke, USN, of Los Angeles, Calif.

For the other 17 LSTs, all citations cover the period from March 1943 to May 1944.

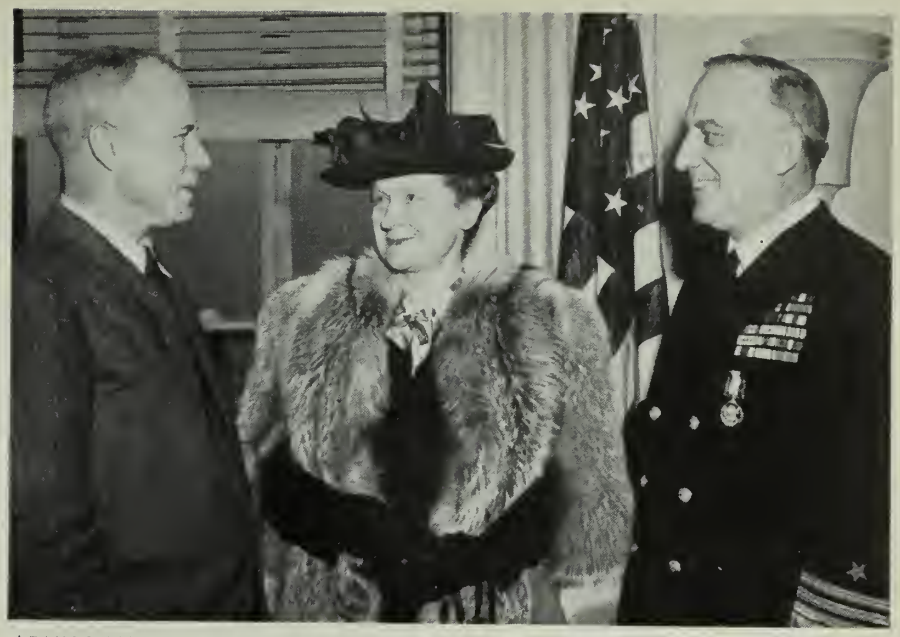
CO of LST 166 during the period was Lt. F. B. Bradley, USCG (Ret), of New Orleans, La.

Lt. J. H. Fulweiller, USNR, New York, N.Y., and Lt. J. J. Croft, USNR, Evanston, Ill., were COs of LST 339 for the period.

Lt. F. S. Barnett, USN, of San Diego, Calif., commanded LST 341 during the actions.

LST 353 had three COs during the period of the citation. They were Lt. L. E. Reynolds, Jr., USNR, of Knoxville, Tenn.; Lt. W. D. Hodges, USN, of Paducah, Ky.; and Lt. (jg) C. A. Martin, USN, of Los Angeles, Calif.

COs of LST 354 were Lt. B. W. Robb, USNR, of Detroit, Mich., and Lt. (jg) W. A. Henry, USN, Norfolk, Va.



ARMY DSM is awarded Vice Admiral Daniel E. Barbey, USN, by SecWar Patterson for service in amphibious operations in Philippines, Borneo, Balikpapan.

During the period of the citation COs of LST 390 were Lt. W. J. C. Baker, USNR, Pacific Grove, Calif.; Lt. (jg) R. J. Mayer, USNR, New York, N.Y.; Lt. F. H. Stormes, USNR, Chevy Chase, Md.; Lt. J. J. P. O'Brien, USNR, Wheeling, W. Va.; and Lt. (jg) J. M. Edinburg, USNR, Worcester, Mass.

CO of LST 395 for the period was Lt. A. C. Forber, USNR, of Boston, Mass.

COs of LST 397 were Lt. N. L. Lewis, USNR, of Macon, Ga., and Lt. (jg) W. R. Hitch, USN, Chatsworth, Calif.

LST 398's COs were Lt. B. E. Blanchard, USNR, Augusta, Maine; Lt. D. D. Williams, USNR, Elkhart, Ind.; and Lt. R. J. Kammer, USNR, of Cincinnati, Ohio.

Lt. G. F. Baker, USN, Norfolk, Va.; Lt. (jg) J. M. Fabre, USNR, Baton Rouge, La.; and Lt. (jg) J. M. Wisenthal, USN, Brooklyn, N. Y., were COs of LST 399 during the period.

Officers commanding LST 446 for the citation period were Lt. W. A. Small, USN, Niagara Falls, N. Y.; Lt. J. C. Adams, USNR, Memphis, Tenn.; Comdr. Roger W. Cutler, USNR, New York, N. Y.; and Lt. (jg) G. P. Shaw, USNR, Lafayette, Ga.

For the citation period, Lt. F. H. Stormes, USNR, Chevy Chase, Md.; Lt. E. L. Jungerheld, USNR, Long Beach, Calif.; and Lt. T. P. Pekelder, Grand Rapids, Mich., were COs of LST 447.

LST 449's COs for the period were Lt. C. S. Livingston, USN, of San Diego, Calif.; Lt. L. Lisle, USNR, Providence, R. I.; and Lt. R. C. Parlier, USN, Harrison, Ark.

Lt. E. E. Weire, USN, San Diego, Calif., and Lt. (jg) H. E. Robinson, Jr., USNR, of Denver, Colo., who was killed in action 21 Dec 1944, were COs of LST 460 during the period.

CO of LST 472 was Lt. W. O. Talley, USN, of Long Beach, Calif.

During the period of the citation, COs of LST 485 were Lt. C. E. Stover, USN, Manassas, Ga.; Ens. B. G. Sanders, USNR, Minden, La.; and Lt. (jg) H. F. Breinger, USNR, of Arlington, Va.

COs of LST 488 for the period were Lt. (jg) J. M. Mackey, USN, Little Rock, Ark., and Lt. (jg) G. E. Scott, USNR, Oil City, Pa.



NAVY CROSS

Gold star in lieu of second award:

★ WALKER, Francis D., Jr., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: As CO of the USS *Crevalle* during her fourth war patrol against the Japanese in the South China Sea and in waters west of Luzon, 21 June to 9 Aug 1944, Comdr. Walker braved strong enemy anti-sub measures and persistent counterattack to complete an attack against a heavily-escorted enemy convoy, sinking three large freighters from this convoy and a fourth from another for a total of about 28,000 tons sunk.

First award:

★ ATKINS, Barry K., Comdr., USN, Old Lyme, Conn.: As CO of the USS *Melvin* during the Battle of Surigao Strait, 24 and 25 Oct 1944, he deployed his ship with our destroyer units in a flanking maneuver as tactically disposed PT boats opened fire on a strong column of Japanese battleships, cruisers and destroyers advancing under cover of darkness. Placing the *Melvin* within close firing position of the enemy, he launched his torpedoes with precise firing in the first coordinated attack which surprised the enemy and made him more vulnerable to attack by our heavier units. Comdr. Atkins subsequently retired without damage from the engagement, which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought on our forces.

★ BOESE, Donald A., Lt. (jg), USNR, Holloway, Minn.: As pilot of a fighter plane of FitRon 81, USS *Wasp*, in operations against the Japanese in the Tokyo Bay area, 17

★ DECORATIONS

Navy Cross (Cont.)

Feb 1945, Lt. (jg) Boese braved intense antiaircraft fire to score a direct bomb hit on an enemy aircraft carrier, contributing materially to the sinking of the vessel.

★ BOWEN, George H., Lt., USNR, New York, N. Y.: As a pilot in BomRon 16, USS *Lexington,* in operations against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Lt. Bowen pressed home an attack on an enemy aircraft carrier, scoring a direct hit on the target and contributing materially to its sinking. He played a gallant part in aerial operations during a critical period of the Pacific war.

★ DURIAN, Robert F. G., Lt. (jg), USNR, Fort Dodge, Iowa: As pilot of a torpedo plane in TorpRon 19, USS *Lexington,* in action against the Japanese in the Battle for Leyte Gulf, 12 Oct 1944, Lt. (jg) Durian participated in a strike against major units of the Japanese fleet and pressed home an attack on an enemy carrier, releasing his torpedo at close range and contributing materially to the sinking of the ship.

★ EAGLE, Wesley, Pfc., USMCR, Minneapolis, Minn. (posthumously): As Browning automatic rifleman and fire group leader during action against the Japanese on Iwo Jima, 4 to 10 Mar 1945, Pfc. Eagle was pinned down with his company by intense enemy fire which made evacuation of the wounded impossible. He ordered his fire group to attack, drawing the enemy fire until the casualties had been removed to safety. Although seriously wounded in the advance, he refused to be evacuated. He was wounded a second time while firing on the enemy. With two wounds he took the initiative when his company was ordered to attack an 8-inch gun supported by a blockhouse and pillboxes, and had partially destroyed one of the pillboxes before he was mortally wounded.

★ ENRIGHT, Joseph F., Comdr., USN, Portsmouth, Va.: As CO of the USS *Archer Fish* in its 5th war patrol in the Pacific, 30 Oct to 15 Dec 1944, Comdr. Enright penetrated strong hostile escort screens to make repeated strikes responsible for sinking 28,000 tons of enemy shipping, and succeeded in evading all hostile counter measures.

★ GARRISON, Malcolm E., Comdr., USN, Charlottesville, Va.: As CO of the USS *Sandlance* during her 2nd war patrol against the Japanese in the vicinity of the Marianas, 20 Apr to 5 June 1944, Comdr. Garrison braved heavy surface and air opposition to deliver five torpedo attacks on strongly-escorted enemy ships, sinking three freighters and a transport totalling 22,300 tons and damaging another freighter of 6,500 tons. By expertly evading all enemy counter measures he successfully brought his ship back to port without material damage.



Comdr. Atkins



Lt. (jg) Boese



Lt. Bowen



Lt. (jg) Durian



Pfc. Eagle



Comdr. Enright

★ GOEBEL, Morris R., Lt. (then Lt. (jg)), USNR, Waco, Tex.: As a torpedo plane pilot in TorpRon 19, USS *Lexington,* in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Goebel, while participating in a strike against major units of the enemy fleet, plunged through heavy antiaircraft fire to release his torpedo at close range upon an aircraft carrier, contributing materially to its sinking.

★ GOVE, Willard T., Lt., USNR, Walpole, Mass.: As a fighter plane division leader, FitRon 13, USS *Franklin,* in action against Japanese fleet units in the Philippine Islands, 27 Oct 1944, Lt. Gove led his division in a daring attack on an enemy cruiser, diving low over the target to strafe it and secure several direct rocket hits before releasing his 500-pound bomb which scored a hit amidships.

★ KANE, Joseph L., Capt., USN, Seattle, Wash.: As CO of the USS *Petrof Bay* in support of our amphibious attack groups in Leyte Gulf, 18 to 29 Oct 1944, Capt. Kane maneuvered his ship to avoid repeated suicide bombing plane attacks while directing numerous air strikes against the Japanese fleet approaching Leyte Gulf. His efforts and tactical ability are considered to have contributed in large measure to the subsequent withdrawal of the enemy forces from this engagement.

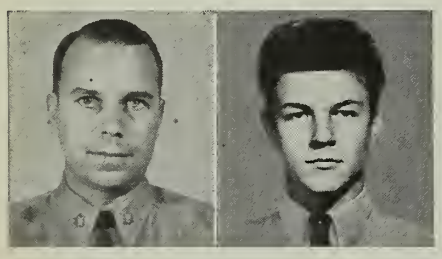
★ MILLER, Kenneth R., Lt., USNR, Long Beach, Calif.: As pilot of a scout bomber plane of BomRon 13, USS *Franklin,* in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Miller, while participating in a strike against major units of the enemy fleet, led his flight through intense antiaircraft fire and aerial opposition to score a direct hit on a Japanese aircraft carrier, contributing materially to its sinking.

★ TROWBRIDGE, Milton E., Lt. (jg), USNR, Shreveport, La.: As pilot in TorpRon 20, USS *Enterprise,* in action against the Japanese in the Battle for Leyte Gulf, 24 Oct 1944, Lt. (jg) Trowbridge pressed home an attack on a 50,000-ton enemy battleship, flying through intense antiaircraft fire to score a direct hit with a torpedo, contributing materially to the success of his squadron in seriously damaging a major unit of the enemy fleet.

★ TWELVES, Wendell V., Lt. (then Lt. (jg)), USN, Springville, Utah: As pilot of a fighter plane in FitRon 15, USS *Essex,* in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Twelves carried out an attack on major units of the enemy fleet in the face of heavy antiaircraft fire, scoring a direct bomb hit to assist in sinking an enemy aircraft carrier, and contributing to the success of his squadron in the battle.

★ WAIDNER, George I. A., Lt., USNR, Baltimore, Md.: As CO of LCI (G) 471 in action against the Japanese during a reconnaissance of the shores of Guam, M. I., on the night of 17 June 1944, Lt. Waidner ignored heavy enemy mortar fire and adverse weather conditions to go to the aid of another LCI stranded on a reef. When attempts to refloat the ship were unavailing and it was ordered abandoned, Lt. Waidner made two trips to remove the ship's crew to safety.

★ WHELPLEY, Gordon B., Lt., USNR, New York, N. Y.: As pilot of a torpedo plane of



Comdr. Garrison

Lt. Goebel



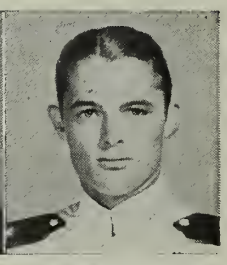
Lt. Gove



Capt. Kane



Lt. Miller



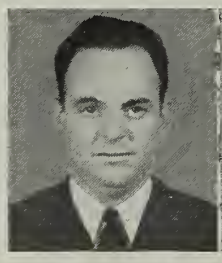
Lt. (jg) Trowbridge



Lt. Twelves



Lt. Waidner



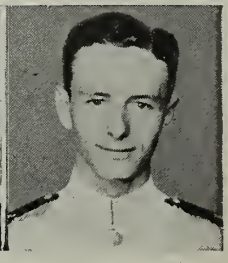
Comdr. Walker



Lt. Whelpley



Lt. (jg) Wodell



Lt. Comdr. Wood

TorpRon 19, USS *Lexington*, in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Whelpley, while participating in a strike against major units of the enemy fleet, plunged through heavy antiaircraft fire to release his torpedo at close range upon a Japanese light cruiser, contributing materially to the serious damage inflicted on it by our forces.

★ WODELL, Webster P., Lt. (jg), USNR, Short Hills, N. J.: As pilot of a bombing plane of BomRon 19, USS *Lexington*, in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. (jg) Wodell pressed home a dive bombing attack through heavy antiaircraft fire to score a direct hit on an enemy aircraft carrier, contributing directly to its sinking.

★ WOOD, Lloyd N., Lt. Comdr. (then Lt.), USNR, Washington, Mo.: As pilot of a scout bomber plane of BomRon 13, USS *Franklin*, in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Lt. Comdr. Wood, while participating in a strike against a large enemy task force, pressed his attack through strong antiaircraft fire and aerial opposition to score a direct bomb hit on an enemy aircraft carrier, contributing materially to its sinking.

DISTINGUISHED SERVICE MEDAL

First award:

★ BEYERLY, Irwin F., Capt., USN, Daytona Beach, Fla.: As Chief of Staff, United States Naval Group, China, and Commander, United States Naval Group, Eastern China, Capt. Beyerly expertly coordinated the functions of his two groups and was instrumental in maintaining joint U.S. naval and Chinese guerrilla combat operations and offensive sabotage operations within enemy-held territory. This neutralized numerous Japanese strong points in eastern and central China with great loss to the enemy.



Capt. Beyerly

SILVER STAR MEDAL

Gold star in lieu of second award:

★ BRONSON, Earl D., Lt., USN, Grants Pass, Ore.: Diving officer USS *Bang*, third war patrol, 27 Aug to 29 Sept 1944.

★ CLAGGETT, Bladen D., Comdr., USN, Baltimore, Md.: Assistant approach officer USS *Pargo*, first war patrol in enemy waters.

★ JONES, John F., Lt. Comdr., USNR, Chatsworth, Ga.: Torpedo computer officer USS *Bang*, third war patrol, 27 Aug to 29 Sept 1944.

First award:

★ ALLEN, George W., Capt., USN, Coronado, Calif.: CO, Y Squadrons in mine sweeping operations, invasion of France, 6 June 1944.

★ BENITEZ, Rafael C., Lt. Comdr., USN, Avondale, Md.: Assistant approach officer USS *Dace*, 1 Sept to 6 Nov 1944.

★ BEWLEY, Frank A., Comdr., USNR, Edgewater, Md.: Diving officer, USS *Raton*, first and second war patrols.

★ CENTER, George, Lt., USN, Decatur, Ga.: Pilot of BomRon 80, USS *Ticonderoga*, French Indochina, 12 Jan 1945.

★ COOPER, Francis T., Lt. Comdr., USN, Groton, Conn.: Torpedo computer operator, USS *Bluegill*, first war patrol.



NavSta, Green Cove Springs, Fla.

"Whataya mean, no milk?"

★ DEAR, John W., Jr., Lt., USNR, Meridian, Miss.: Pilot of fighter plane, FitRon 2, Bonin Islands, 4 July 1944.

★ DEARELLANO, Marion F. R., Comdr., USN, San Diego, Calif.: Assistant approach officer, USS *Skate*, third war patrol, 5 Feb to 17 Mar 1944.

★ DECKER, Stiles M., Jr., Lt. Comdr., USNR, Annapolis, Md.: Diving officer, USS *Puffer*, fourth war patrol.

★ DEMPSEY, James C., Comdr., USN, Mystic, Conn.: CO USS *Cod*, third war patrol, Philippine Islands area 10 May 1944.

★ DUNN, William A., Comdr., USN, Silver City, N. M.: CO USS *Davis*, Seine Bay, France, 7 to 15 June 1944.

★ FENNO, Frank W., Jr., Capt., USN, Williamsport, Pa.: Commander of submarine group northwest of Guam from 4 May to 27 June 1944.

★ FOLEY, Joseph F., Comdr., USN, Raleigh, N. C.: CO USS *Rodman*, assault on Normandy, 25 June 1944.

★ FORAN, James F., Lt. (jg), USNR, Flemington, N. J.: CO PT 323, POA 8 and 9 Jan 1944.

★ HARRIS, Cecil E., Lt., USNR, Onaka, S. D.: Fighter pilot FitRon 18, USS *Intrepid*, Northern Formosa, 12 Oct 1944.

★ HESSEL, Edward W., Comdr., USN, Chesterfield, Va.: Squadron leader Torpedo Squadron 82, USS *Bennington*, Tokyo area, 16 and 17 Feb 1945.

★ HILLS, Hollis H., Lt., USNR, Pasadena, Calif.: Division leader of fighter planes, USS *Langley*, Truk, 29 Apr 1944.

★ HORSMAN, Donald G., Lt., USN, Pearl Harbor, T. H.: Torpedo computer officer USS *Thresher*, 13th war patrol, 14 June to 27 July 1944.

★ HUBBARD, Miles H., Capt., USN, Arlington, Va.: CO USS *Clarton*, operations in Leyte Gulf and Surigao Strait, from 19 Oct to 25 Oct 1944.

★ HUDSON, Jack W., Lt., USNR, Marfa, Tex.: OD of USS *Atule*, first war patrol, October to December 1944.

★ KELEHER, Michael F., Lt. Comdr., USNR, Springfield, Ohio: Surgeon, 3rd Batt, 25th Marines, 4th MarDiv, Saipan, Marianas Islands, 15 June to 11 July 1944.

★ KOEHLER, John T., Comdr., USN, Wilkensburg, Pa.: CO UDT during assault and invasion of Kwajalein, 31 Jan and 1 Feb 1944.

★ KOHUT, Sylvester, Lt. (jg), USN, Philadelphia, Pa.: For outstanding service aboard U. S. submarine in enemy waters.

★ LAUNDY, Henry H., Lt., USNR, Lakewood, Ohio: Torpedo computer, USS *Spadefish*, first war patrol, 23 July to 24 Sept 1944.

★ LESSON, Alfred D., Lt. (jg) (then Ens.), USNR, Boston, Mass.: CO MTB 129, in action against enemy forces at Kairiru Island, New Guinea, 3 May 1944.

★ LEVIN, Evert J., Lt., USNR, Mountain Iron, Minn.: Radar and communications officer, USS *Harder*, fourth war patrol, 29 Mar to 3 May 1944.

★ LEWIS, Stuart A., Lt., USNR, Whittier, Calif.: CO MTB 329, New Guinea area, night of 11 June 1944.

★ LINDON, Elbert C., Lt. Comdr., USN, Silver Springs, Md.: Assistant approach officer USS *Seahorse*, fourth war patrol, 28 Mar to 27 Apr 1944.

★ MARKS, Kenneth F., Lt., USNR, Santa Barbara, Calif.: Pilot of dive bomber, USS *Wasp*, in action at Kure Naval Base, 19 Mar 1945.

★ NASH, Norman C., Lt. Comdr., USN, Idabel, Okla.: Plotting officer of USS *Tunny*, fifth war patrol, 27 Feb to 11 Apr 1944.

★ PARISH, Robert L., Lt. (jg), USNR, Harvey, Ill.: Pilot of torpedo plane, USS *Hancock*, Battle of Leyte Gulf, 25 Oct 1944.

★ PATTERSON, Charles J., Lt., USNR, Gretna, Neb.: Pilot of torpedo plane, USS *Lexington*, enemy action at Manila, 6 Nov 1944.

★ PECKHAM, George E., Comdr., USN, Philadelphia, Pa.: CO USS *Waldron*, action against enemy from 10 Feb to 4 Mar 1945.

★ PIERCE, Quinton A., Lt. Comdr., USN, Philadelphia, Pa.: Diving officer USS *Plunger*, 10th war patrol, 13 Jan to 8 Mar 1944.

★ PLANT, Claude W., Jr., Lt. (jg), USNR, Portland, Mich. (posthumously): Pilot in Squadron 15, USS *Essex* first battle in Philippine Sea, 19 June 1944.

★ PRATT, Richard R., Comdr., USN, Newport, R. I.: CO USS *Hudson* against enemy

Writing of Naval History By Professionals Urged

Many phases of the Navy's history are untouched and offer a fertile field for scholars and civilian historians.

This was brought out at a meeting in Washington, D.C., of representatives of 29 learned societies, the State and War Departments, and the two service academies. The historians considered means of promoting the writing of naval history by professional writers, and learned of the present program of the Office of Naval History.

Delegates were asked to consider ways in which the academic world can be interested in naval history, not only as an important part of the history of the nation but as a sound method of increasing efficiency of the service. The Navy offered its cooperation in providing material from its records (within the bounds of national security). Also offered was use of the Navy Department Library, which has the largest and finest collection of books on naval subjects in the country.

Capt. Samuel Eliot Morison, USNR, professor of history at Harvard and historian for naval operations, spoke on the plan now under way for publishing a full account of the war at sea. *The History of United States Naval Operations in World War II*, a 14-volume set, will give the public a full, though unofficial history. One volume, *Operations in North African Waters*, recently was published (ALL HANDS, April 1947, p. 29), and the work is expected to be completed by 1950.

A corresponding plan for the administrative history of the Navy during the war was discussed by Dr. Robert G. Albion, professor of history at Princeton and historian for naval administration. His work is designed primarily for information of the Navy, and will be published in two volumes in 1948.

★ DECORATIONS

Silver Star (Cont.)

forces, 30 Mar to 1 Apr 1944, June 1944, and 20 July 1944.

★ RABORN, Albert, Comdr., USN, Gadskin, Fla.: CO USS *Picuda*, second war patrol, 4 May to 27 June 1944.

★ ROBINSON, Leland P., Lt. Comdr., USNR, Concord, N. H.: Diving officer USS *Sandlance*, first war patrol, 8 Feb to 23 Mar 1944.

★ ROGERS, Robert K., Lt. (jg) (then Ens.), USNR, St. Louis, Mo.: Member of UDT during assault on enemy held island in Pacific, 17 July 1944.

★ REILAND, William F., Jr., Ens., USNR, El Monte, Calif.: Leading torpedo man during four war patrols, USS *Seawolf*.

★ SAMPSON, Philip T., Lt. (jg) (then Ens.), USNR, Mound, Minn.: Plotting officer USS *Harder*, fifth war patrol, 26 May to 21 June 1944.

★ SHEPARD, John E., Lt. Comdr., USN, Mansuia, Calif.: Torpedo computer officer, USS *Trigger*, ninth war patrol, 23 Mar to 15 May 1944.

★ STEDMAN, William E., Lt. Comdr., USNR, Philadelphia, Pa.: CO, MTB 145 in combat patrols against enemy, from October to December 1943.

★ SUHRLAND, Leif G., Lt. (jg) (then Ens.), USNR, Indian Lake, N. Y.: Leader of UDT in daylight reconnaissance on Saipan Island, 14 June 1944.

★ THIENNES, Robert L., Lt. Comdr., USN, St. Paul, Minn.: Pilot of fighter plane, USS *Yorktown*, in action against enemy, vicinity of French Indochina, 12 Jan 1945.

★ TROWBRIDGE, Milton, Lt. (jg), USNR, Washington, D. C.: Pilot of torpedo plane, USS *Lexington* during operations near Formosa, 9 Jan 1945.

★ WALES, Andrew M., Lt. Comdr. (then Lt.), USNR, West Newton, Mass.: Diving officer USS *Picuda*, first war patrol, 17 Feb to 5 Apr 1944.

★ WHELCHELY, David L., Capt. (then Comdr.), USN, Keyport, Wash.: CO USS *Steelhead*, sixth war patrol, 17 June to 16 Aug 1944.

★ WOOD, Hamilton H., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: Officer in tactical command of MTBs 368 and 371, New Guinea area, 28 and 29 Apr 1944.

★ WOODS, Mark W., Lt. Comdr. (then Lt.), USN, Lincoln, Neb.: Member of reconnaissance patrol party, Bougainville, Solomon Islands, in Sept 1943.

WAY BACK WHEN

Great Horn Spoon

Here is on old seo-going oath which wos used so long ogo thot probobly no modern bluejocket hos ever used it as such.

The expression generolly referred to the Big Dipper, which wos nicknamed the "The Greot Horn Spoon." The nicknome got its beginning ot the time toble utensils were primitive and few.



The poorer closses usuolly hod smoll spoons corved out of horns of oxen, while the head of the house hod o lorge spoon which served o two-fold purpose, os o lodle to rotion out portions and os o spoon to feed himself.

Whenever old-time moriners would be ot seo for ony great length of time, they would stort to pine for the old "heorth" ond would then look up ot the Big Dipper which would remind them of the "Greot Horn Spoon" owoiting them ot home.



Bulletin, Great Lakes, Ill.

"Aho! Toilormode neckerchief!"

LEGION OF MERIT

Gold star in lieu of second award:

★ CLARK, Sherman R., Capt., USN, Baltimore, Md.: CO USS *Hilary P. Jones*, ComDesDiv 14 and ComDesRon 7 from May 1942 to January 1943.

★ SYLVESTER, John, Capt., USN, Wellston, Ohio: Operations officer USS *Columbia*, CruDiv 4, Battle of Surigao Strait, 25 Oct 1944.

First award:

★ ARCHER, Robert H., Capt., USN, Piedmont, Calif.: Staff watch officer and flag communication officer, ComCarDiv 1, from 14 Jan to 15 Nov 1944.

★ ARMSTRONG, Justus M., Capt., USN, Everett, Wash.: Communications officer, Staff of Com5thFlt, from August 1943 to November 1945.

★ BACHMAN, Leo A., Capt., USN, Washington, D. C.: Intelligence officer on staff of task force commander, invasion of Southern France, August 1944.

★ BARKER, Christopher S., Comdr., USN, New Bern, N. S.: CO USS *Edmonds*, POA, from 18 to 29 Oct 1944.

★ BLAIR, Leon N., Capt., USN, Cape Cod, Mass.: ComSubDiv 44, forward Pacific areas, from 20 Oct 1943 to 16 Aug 1944.

★ BRAINE, Clinton E., Rear Admiral, USN, New York, N. Y.: Chief of Staff, ComSoLant from 8 Mar 1942 to 10 Nov 1944.

★ BROWN, Dwight I., Lt. Comdr., USN, San Francisco, Calif. (posthumously): Assistant operations officer for flag officer, CruDiv 4, Battle of Surigao Strait, 25 Oct 1944.

★ BURKE, Arleigh A., Commodore, USN, Boulder, Colo.: ComDesRon 23 at Kavieng, New Ireland at the Duke of York Island, 17 Feb to 23 Feb 1944.

★ CONLEY, Edwin G., Comdr., USN, La-Mesa, Calif.: Executive officer, USS *Harris*, operations off Attu Island from 1 Sept 1942 to 4 Apr 1944.

★ CRANE, Frederick G., Comdr., USNR, Main Dalton, Mass.: Task group commander 5th Fleet mine force, Yellow Sea, waters between East China and Japan Seas, from 1 Sept to 4 Dec 1945.

★ DECKER, Benton W., Capt., USN, Arnold, Md.: Chief of Staff, landing craft flotillas, 3dPhibFor, POA from February 1943 to May 1944.

★ Dow, Leonard J., Capt., USN, Descanso, Calif.: Communications officer on staff of Com3dFlt, 15 June 1944 to 26 Jan 1945.

★ FELT, Harry D., Capt., USN, Coronado, Calif.: CO USS *Chenango*, operations in Ryukyu Islands 2 May to 14 June 1945.

★ FLOYD, William O., Capt., USN, Healdsburg, Calif.: Commander of attack group during assault on Sicily.

★ FLY, William A., Capt., USN, New Orleans, La.: CO USS *Andromeda*, invasion of Southern France, 15 Aug 1944.

★ FRANK, Nicholas J. F., Jr., Capt., USN, Coronado, Calif.: CO USS *Taylor*, in operations in forward Pacific areas, 10 June 1944.

★ GIBBS, Frederick, Lt. Comdr., USNR, Syracuse, N. Y.: CO of sub chaser, vicinity of Esperitu Santo Island, 29 May 1943.

★ GRANT, James D., Comdr., USN, Portsmouth, N. H.: CO USS *Greenling*, ninth war patrol, 20 Mar to 12 May 1944.

★ GRAUBART, Arthur H., Capt., USN, Los Angeles, Calif.: CO of advanced naval base in SoWesPac.

★ GRENFELL, Elton W., Capt., USN, Honolulu, T. H.: Planning officer on staff of submarine force, POA, 12 Dec 1942 to 17 Aug 1944.

★ JENNINGS, William F., Capt., USN, Arlington, Va.: Chief of staff to ComBatPac, Dec 1942 to Aug 1944.

★ JOY, Charles T., Rear Admiral, USN, Chevy Chase, Md.: CO USS *Louisville*, POA, 17 Jan to 24 June 1943.

★ KIME, Frederick D., Capt., USN, San Diego, Calif.: Force communication officer Western naval task force prior to and during assault on Normandy, France, 6 June 1944.

★ LOOMIS, Sam C., Jr., Comdr., USN, Groton, Conn.: CO USS *Stingray*, eleventh war patrol, 26 May to 10 July 1944.

★ LYMAN, Charles H., III, Capt., USN, Alexandria, Va.: Assistant to Chief of staff, 3rd-PhibFor, July 1944 to Jan 1945.

★ LYNCH, Frank C., Comdr., USN, Benedict, Kans.: Executive officer USS *Harder*, fourth war patrol, 29 Mar to May 1944.

★ MACMILLAN, Duncan C., Capt., USN, Arlington, Va.: CO USS *Thresher*, 12th war patrol, 18 Mar to 8 May 1944.

★ MAYFIELD, Irving H., Rear Admiral, USN, Washington, D. C.: Chief of U. S. Naval mission to Chile, 2 Apr to 9 Oct 1945.

★ MCKEAN, John F., Lt. (jg), USNR, Bradford, Ill.: Member of MTB squadron at Wewak and New Guinea area, May to Sept 1944.

★ MOORE, Ralph S., Commodore, USNR, Montecito, Calif.: Commander of task group and task force with flag in USS *Chief* in assault on Saipan and Tinian, 15 June to 12 Aug 1944.

★ MORRIS, Robert M., Capt., USN, Annapolis, Md.: Commander of attack group assault on Sicily.

★ O'KANE, Richard H., Comdr., USN, Rafael, Calif.: CO USS *Wahoo* during war patrol in Pacific, 16 Mar to 14 May 1944.

★ PACE, Ernest M., Rear Admiral, USN, Los Angeles, Calif.: Chief of BuAer, 15 Dec 1941 to 17 Oct 1944.

★ PATTIE, Samuel H., Comdr., USN, Van



Mainsheet, Bainbridge, Md.

"But I don't like coffee."

Alstyne, Tex.: CO of group of LSTs, assault of France, June 1944.

★ PERRY, John, Capt., USN, Coronado, Calif.: CO USS *Belleau Wood*, occupation of Marianas, battle of the Philippine Sea, night of 15 June 1944.

★ PHILLIPS, William K., Rear Admiral, USN, Sherman, Tex.: CO USS *Oakland*, POA, 6 June to 9 Aug 1944.

★ ROWE, Henry A., Comdr., USN, Berkeley, Calif.: Fighter director officer on staff of Task Force 38 from 19 Aug to 21 Nov 1944.

★ SNOWDEN, Ernest M., Comdr., USN, San Francisco, Calif.: Commander of air group and director of four air groups at Kwajalein, 4 Dec 1943.

★ STASSEN, Harold E., Capt., USNR, St. Paul, Minn.: Assistant Chief of staff, administration and aid and flag secretary to Com-3rdFlt, from 15 June 1944 to 26 Jan 1945.

★ SUTTON, Frank C., Capt., USN, Holyoke, Mass.: CO USS *Saginaw Bay*, POA, 18 Oct to 29 Oct 1944.

★ TROSINO, Karl, Comdr., USNR, Springfield, Pa.: While serving aboard USS *Guadalcanal*, in battle with German submarine off French West Africa, 4 June 1944.

★ VAN DEURS, George, Commodore, USN, Newport, R. I.: Commanding officer of Escort CarDiv, POA, 18 Oct to 29 Oct 1944.

★ WENTWORTH, Ralph S., Capt., USN, Brockton, Mass.: Commandant, NOB, Iceland, 10 Mar 1943 to 14 July 1944.

★ WRIGHT, Russell B., Capt., USNR, Washington, D. C.: OinC counter measures attached to staff of minecraft, U. S. Pacific Fleet.

★ ZIMMERMAN, Walter E., Capt., USN, Beachwood, N. J.: ComFairShipWing 4, 2 Aug 1943 to 10 Nov 1944.

★ ZINN, Franklyn K., Comdr., USN, Milwaukee, Wis.: CO USS *Sage*, vicinity of Marshall Islands, 16 Feb 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ LANGDON, Ned W., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of fighter plane, FitRon 17, USS *Hornet*, Tokyo area, 16 Feb 1945.

★ LYON, Gaylord B., Lt. Comdr., USNR, University City, Mo.: Aerial operations in Western Pacific areas, 28 Feb to 18 June 1945.

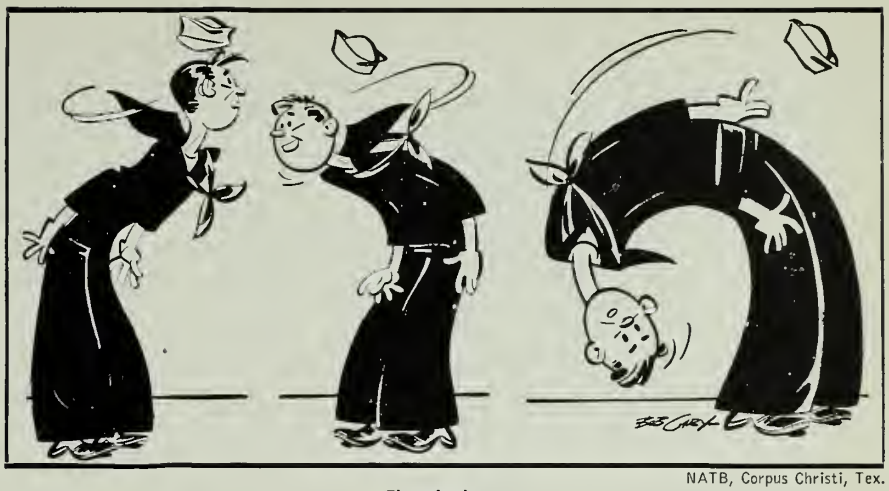
Gold star in lieu of second award:

★ DECKER, Arthur T., Comdr., USN, New York, N. Y.: CO BomRon 9, USS *Essex*, Rabaul, New Britain, 11 Nov 1943.

★ EMRICK, Paul E., Comdr., USN, Wilkes Barre, Pa.: Commander air group 9, USS *Essex*, Rabaul, New Britain and Solomon Islands, 11 Nov 1943.

★ GREENE, Richard O., Comdr., USN, Bremerton, Wash.: CO Fleet air photographic squadron 1, operations off Palau Islands, 25 Aug 1944.

★ KEISER, Norman M., Lt., USNR, Binghamton, N. Y.: Plane commander of patrol plane PatBomRon 118, West Coast of Korea, 5 May 1945.



NATB, Corpus Christi, Tex.

The air show

First award:

★ BEAM, Benjamin H., Lt. (jg), USNR, Parkdale, Ore.: Aerial operations, vicinity of Nansei Shoto, 23 Apr to 14 May 1945.

★ BUNKER, Martin N., Lt. (jg), USNR, Pasadena, Calif.: Aerial operations, Western Pacific, 3 Jan to 1 Apr 1945.

★ BUTLER, Charles H., Jr., Lt. (jg), USNR, Schenectady, N. Y. (posthumously): Pilot of fighter plane, FitRon 81, USS *Wasp*, Southern China, 15 Jan 1945.

★ CHALVERUS, William A., Lt., USNR, Brooklyn, N. Y.: Pilot of torpedo bomber, TorpRon 81, Formosa, 15 Jan 1945.

★ CHAMPLIN, Norman D., Lt. Comdr., USN, Plainwell, Mich.: Pilot in torpedo squadron, USS *Franklin*, Bonin Islands, 4 and 5 Aug 1944.

★ DENMAN, Anthony J., Lt. Comdr., USNR, New York, N. Y.: Pilot in FitRon 18, USS *Intrepid*, coast of Formosa, 14 Oct 1944.

★ DIBBLE, Robert E., Lt., USNR, Kalamazoo, Mich.: Pilot in BomRon 9, USS *Essex*, Simpson Harbor, Rabaul, New Britain, 11 Nov 1943.

★ DOLLEY, William H., Jr., Lt., USNR, Jacksonville, Fla.: Aerial operations, Western Pacific, 2 Mar to 2 June 1945.

★ DOMONKOS, Alexander H., Lt. (jg), USNR, Stratford, Conn.: Pilot dive bomber, BomRon 84, USS *Bunker Hill*, 17 Feb 1945.

★ DOUGHTEN, Robert E., Lt. (jg), USNR, Newton Square, Pa.: Aerial operations in POA, 19 Mar to 28 Apr 1945.

★ DUDLEY, Lauren C., Lt. (jg), USNR, Wausai, Wis.: Pilot in FitRon 80, USS *Hancock*, Tokyo area, 16 Feb 1945.

★ FRANCOVICH, Samuel B., Lt., USNR, Reno, Nev.: Fighter pilot, Composite Squadron 3, USS *Kalinin Bay*, Battle of Samar, 25 Oct 1944.

★ GALENO, Oscar, Lt. (jg), USNR, San Francisco, Calif.: Aerial operations, Western Pacific area, 6 to 19 May 1945.

★ GARTRELL, Clifford A., Lt., USNR, San Fernando, Calif.: Pilot, FitRon 38, Bismarck Archipelago, 12 Sept 1943 to 1 Mar 1944.

★ GILLARD, Walter J., Lt., USNR, Everett, Wash.: Pilot of PBY *Black Cat*, SoWesPac, 3 Dec 1944.

★ GOODMAN, Pete, Lt. (jg), USNR, Linden, Tex.: Pilot Composite Squadron 3, USS *Kalinin Bay*, Battle of Samar, 25 Oct 1944.

★ GORDINIER, Harold R., Lt. (jg), USNR, Des Moines, Iowa: Dive bomber pilot, USS *Bunker Hill*, action on 16 Feb 1945.

★ GROW, Clyde, Lt. (jg), USNR, Morgantown, W. Va.: Pilot of torpedo plane, USS *Ticonderoga*, China Coast, 12 Jan 1945.

★ HALL, John R., Lt. (jg), USNR, Deland, Fla.: Aerial operations, Western Pacific areas, 4 Jan to 29 Mar 1945.

★ HAMBLIN, Darwin, Lt. (jg), USNR, Ft. Bridger, Wyo.: Aerial operations in Pacific, 1 to 6 Apr 1945.

★ HARVEY, Donald F., AOM1, USNR, East Beckley, W. Va. (posthumously): Aircrewman in Composite Squadron 86, USS *Bismarck Sea*, November 1944 to 21 Feb 1945.

★ HICKS, Lockhart T., Lt. (jg), USNR, North Towanda, N. Y.: Dive bomber pilot, BomRon 84, USS *Bunker Hill*, 17 Feb 1945.

★ HINTZE, Paul F., Lt. (jg), USNR, Dearborn, Mich.: Fighter plane pilot, USS *Hornet*, 10 Jan 1945.

★ HOLLADAY, Robert W., Lt. (jg), USNR, Jackson, Miss.: Dive bomber pilot, USS *Bunker Hill*, 16 Feb 1945.

★ JAEP, Charles H., III, Lt., USN, Westmont, N. J.: Pilot of torpedo plane, USS *Essex*, TorpRon 9, Solomon Islands, 11 Nov 1943.

★ JAMES, Frederick, Lt., USNR, Lawrenceville, Ill.: Fighter plane pilot, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

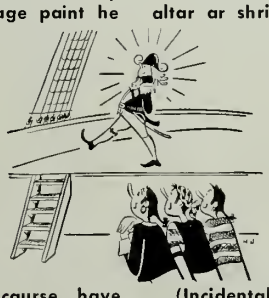
★ JENNINGS, Robert O., Lt. (jg), USNR, Washington, D. C.: Aerial operations, Nansei Shoto area, 3 Apr to 5 May 1945.

★ JOHNSON, Byron M., Lt. (jg), USNR, Pot-

WHAT'S IN A NAME

The Quarterdeck—Ship's Hallowed Ground

In the earlier days of histary, when nations first built navies, the quarterdeck of a ship was usually the highest deck aft, clasest to the colars, where the captain cauld survey his cammand. From this vantage paint he could direct and fight his ship, and witness everything that took place.



Those early ships, or many af them, were usually built with three upper decks, of which the quarterdeck was always the highest and smallest. It was known as afficer cauntry, a place where the crew was not allowed, and almost hallawed graund.

Taday's battlewagans af caurse have many decks, and there is nathing designated in their canstructian as the quarterdeck. The quarterdeck is where the skipper says it is. He designates its limits when he takes over.

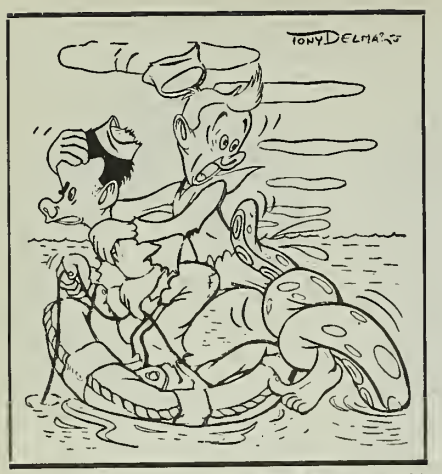
The quarterdeck is any area set aside far official duties and ceremanial rites and is usually on the main deck.

Because all early sailing ships carried an altar ar shrine an the quarterdeck, peaple caming aboard wauld uncaver, as a sign of respect. Any persan an the quarterdeck at the time would do the same, regardless of rank.

It is believed that the hand salute ta the quarterdeck derived from custam.

Naw when a man cames abaard he faces aft, salutes the calars, then salutes the quarterdeck.

(Incidentally, there was a quarterdeck far enlisted men in thase alden days. It was the foc'sle head, and was called "Jack's Quarterdeck" because only enlisted men could avail themselves af its facilities.)



Mainsheet, Bainbridge, Md.

"Knock off the horseplay, you're scaring the fish."

★ DECORATIONS

D.F.C. (Cont.)

ter, Neb.: Pilot in Air Group 2, USS *Hornet,* Pacific areas, 15 and 24 June 1944.

★ JOHNSON, Donald H., Lt. Comdr., USNR, Doland, S. D.: Pilot and section leader in Air Group 3, USS *Yorktown,* China Coast, 16 Jan 1945.

★ JOHNSON, William H., Lt. Comdr., USNR, Huntington Park, Calif.: Pilot of fighter plane, vicinity of Saipan, 17 and 18 June 1944.

★ JORDAN, Clifford R., Lt., USNR, Bogota, N. J.: Pilot, BomRon 15, first battle of Philippine Sea, 19 June 1944.

★ KENNEDY, Albert E., Lt., USNR, Wynnwood, Pa.: Pilot in FitRon 80, USS *Hancock,* Indochina area, 12 and 15 Jan 1945.

★ KERIVAN, Leo J., Lt. (jg), USNR, Wellesley Hills, Mass.: Fighter plane pilot, operations in Carolines area, 31 Mar 1944.

★ KILLION, Gerald L., Lt. (jg), USNR, Defiance, Ohio: Aerial operations, POA, 16 Feb to 28 Mar 1945.

★ LAND, James E., ARM1, USNR, Chelsea, Mich. (posthumously): Aircrewman, USS *Bismarck Sea,* Philippine and Volcano Islands areas, November 1944 to 21 Feb 1945.

★ LEE, Albert A., Lt. (jg), USNR, Marietta, Tex.: Aerial operations in the Nansei Shoto area, 4 Apr to 6 May 1945.

★ LEIGH, Stuart B., Lt. (jg), USNR, South Orange, N. J.: Fighter plane pilot, USS *Princeton,* vicinity of Philippine Islands, 24 Sept 1944.

★ LUTHER, John F., Lt., USNR, Spring Valley, Ill.: Aerial operations in POA from 18 Mar to 9 May 1945.

★ MANGET, Henry F., Jr., Lt., USNR, Decatur, Ga.: Pilot in TorpRon 27, USS *Princeton,* 24 Sept 1944.

★ MARTIN, Albert E., Jr., Lt., USNR, Warwick, R. I.: Section leader in FitRon 9, USS *Essex,* Solomon Islands, 11 Nov 1943.

★ MASONER, William J., Lt., USNR, Riverside, Ill.: Flight leader of division of fighter planes, FitRon 19, Formosa area, 12 Oct 1944.

★ MASSEY, Billy E., Lt., USNR, Sanger, Calif.: Fighter plane pilot in FitRon 23, USS *Princeton,* Simpson Harbor, Rabaul, 5 Nov 1943.

★ MCLACHLIN, William W., Lt. (jg), USNR, Louisville, Ky.: Pilot of fighter plane, action against enemy forces in Saipan, 17 and 18 June 1944.

★ MOLLARD, Norman W., Jr., Lt. (jg), USNR, Montgomery, Tex.: Aerial operations in Western Pacific, 6 Jan to 5 Apr 1945.

★ MOLSBERGEN, John M., Lt. (jg), USNR, San Francisco, Calif.: Aerial operations in Nansei Shoto area, 2 Apr to 5 May 1945.

★ MUELLER, Harry J., Lt. Comdr., USNR, Morton Grove, Ill.: Pilot in FitRon 1, USS *Yorktown,* Bonin Islands, 19 June 1944.

★ MULARSKI, Leon S., Lt., USNR, South Bound Brook, N. J.: Fighter plane pilot, USS *Wasp,* First Battle of Philippine Sea, 20 June 1944.

★ NORBY, Paul R., Comdr., USNR, Mabel, Minn.: Pilot, BomRon 86, USS *Wasp,* Honshu, Japan, 30 July 1945.

★ OTTO, John L., Lt., USNR, Meriden, Conn.: Aerial operations in Philippine Islands area, from 1 Jan to 3 Apr 1945.

★ PRICE, Donald S., Lt. (jg), USNR, Ocean City, N. J.: Aerial operations in Western Pacific areas, 20 Mar to 18 Apr 1945.

★ REED, Marvin, Lt., USNR, Batesville, Ind.: Pilot in TorpRon 23, USS *Princeton,* Solomon Islands, 1 to 19 Nov 1943.

★ RENFRO, Edward C., Capt., USN, Alexandria, Va.: Squadron commander, BomRon 108, Kwajalein, Marshall Islands, 11 Jan 1944.

★ ROGERS, Grant H., Lt. Comdr., USN, Chicago, Ill.: Leader of 6-plane division, BomRon 9, USS *Essex,* Rabaul, New Britain, 11 Nov 1943.

★ ROTH, Lawrence D., Lt. (jg), USNR, Albany, Ore.: Aerial operations in POA, 17 Mar to 17 Apr 1945.

★ SCHUCH, Florent J., Lt. (jg), USNR, Newton, Ill.: Co-pilot in Navy search Liberator, operating off Okinawa, 12 Mar 1945.

★ SCOTT, James E., Lt., USNR, San Francisco, Calif.: Pilot in FitRon 3, USS *Yorktown,* China Coast, 16 Jan 1945.

★ SHUNWAY, James M., Lt. (jg), USNR, Assumption, Ill.: Pilot in Air Group 18, USS *Intrepid,* vicinity of Philippine Islands, 24 Sept 1944.

★ SKON, Warren A., Lt., USNR, St. Paul, Minn.: Pilot in FitRon 2, USS *Hornet,* Marianas Islands, 11 and 19 June 1944.

★ SMITH, Burges, Lt. Comdr., USNR, Farmington, Conn.: CO of patrol plane in SoWesPac, 20 to 28 Jan 1944.

★ SMITH, Kenneth D., Lt., USN, Port Arthur, Tex.: Pilot of night fighter plane, Squadron 90, USS *Enterprise,* Tokyo area, 16 Feb 1945.

★ SNAY, Clarence B., Lt. (jg), USNR, St. Louis, Mo.: Aerial operations in Western Pacific, 6 Jan to 1 Apr 1945.

★ SWANSON, Leonard E., Lt. (jg), USNR, La Porte, Ind. (posthumously): Co-pilot in Liberator attached to BomRon 104, Gilbert and Caroline Islands, 28 Oct to 15 Nov 1942.

★ SWEARINGEN, Frederick A., Lt. (jg), USNR, Coolville, Ohio: Pilot in BomRon 84, USS *Bunker Hill,* Tokyo, 17 Feb 1945.

★ SWINT, George, III, Lt. (jg), USNR, Nashville, Tenn.: Pilot in TorpRon 20, USS *Lexington,* in Pescadores Islands, 15 Jan 1945.

★ TARLETON, George L., Lt. (jg), USNR, San Jose, Calif.: Pilot in night FitRon 77, USS *Essex,* Marianas Islands, 20 June 1944.

★ THIELE, Ray F., Lt., USNR, Ventura, Calif.: Aerial operations in SoWesPac, 2 Mar to 3 May 1945.

★ TUTWILER, William J., Lt., USNR, Birmingham, Ala.: Pilot in BomRon 4, USS *Essex,* North Philippine area, 13 Nov 1944.

★ UGLOW, Donald M., Lt. (jg), USNR, Hollywood, Calif.: Aerial operations in Nansei Shoto area, 3 to 8 Apr 1945.

★ WADELTON, Francis B., Lt. Comdr., USNR, Bronxville, N. Y.: Pilot of torpedo plane in TorpRon 9, USS *Essex,* Rabaul, New Britain and Solomons, 11 Nov 1943.

★ WATTENBURGER, Robert C., Lt. (jg), USNR, Lakeport, Calif.: Pilot in night FitRon 90, USS *Enterprise,* Kyushu, 18 Mar 1945.

★ WHITE, Henry S., Lt., USNR, Mateawan, W. Va.: Pilot in FitRon 11, USS *Hornet,* Philippine Islands, 7 Jan 1945.

★ WILEY, Herbert W., Lt. Comdr., USNR, Springfield, Ill.: Pilot in BomRon 84, USS *Bunker Hill,* in action against enemy forces, 16 Feb 1945.

★ WILSON, Carter L., Jr., USNR, Louisville, Ky.: Pilot of torpedo plane at Palau Islands, 30 and 31 Mar 1944.

★ ZANETTI, Vincent P., Lt. (jg), USNR, Grahamsville, N. Y.: Pilot of dive bomber, USS *Essex,* during operations off Marianas Islands, 12 June 1944.

HOW DID IT START?

Tattooing

The art af tattaoing was started by the early Polynesians and has been passed down through the ages. Althaugh the variaus designs and markings were supposed ta have been af a religiaus ar sacial nature, they were mostly arnamental in character.

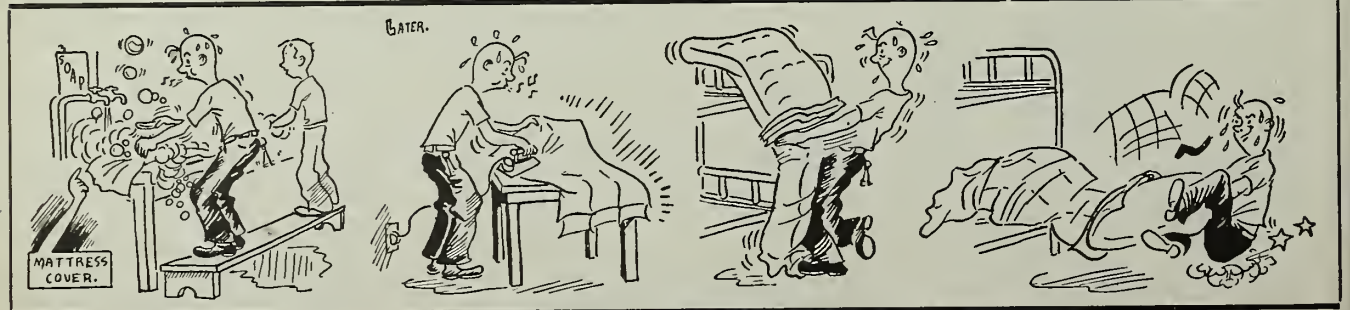


In early European wars, saldiers were tattaaed sa their own farces cauld identify their dead and waunded an the field af battle.

As early sailors were of a superstitious nature, they had all kinds af designs tattooed an their badies ta ward off the evil spirits and farces which they believed existed at that time.

This art has been develaped to perfectian by the Japanese.

Tattaaing is on the wane in the U. S. Navy, but many af the older men and officers have tattaas. As ane ald hairy-chested chief baatswain's mate was heard to remark, "Yes, sir, we had bracelets tattooed an our arms, but the 'baats' now wear wrist watches. And what hurts me is, where we tattaoed our girl's name and the ports we made, taday is just a place where these landsmen wear garters. Na, Sir! This canae club ain't what she used ta be."



BRONZE STAR MEDAL

Gold star in lieu of second award:

★ HEINEMAN, Paul R., Capt., USN, Annapolis, Md.: CO USS *Biloxi* during invasion and capture of Okinawa, 21 Mar to 30 Apr 1945.

First award:

★ ALTER, Francis W., Lt. Comdr., MC, USNR, San Mateo, Calif.: For meritorious service while attached to Hospital Eight, April 1943 to 10 Feb 1944.

★ ANDRIST, Ralph K., Lt., USNR, Minneapolis, Minn.: Aviation ordnance officer, USS *Tulagi*, invasion of Southern France, August 1944.

★ BACON, Guy N., Lt., USNR, New York, N. Y.: Gunnery officer of fire support ship, Marianas Islands area, 22, 23 and 24 June and 5 July 1944.

★ BARGER, Gerald O., Lt., USNR, Mankato, Minn.: Boat officer, initial assault on Saipan, Marianas Islands, 15 June 1944.

★ BODDY, Charles A., Lt. Comdr., USNR, Oakland, Calif.: CO USS *Guadalupe*, South China Sea, 9 to 20 Jan 1945.

★ BROWN, Elliott M., Comdr., USN, Johnstown, Pa.: CO USS *Frazier*, forward Pacific areas, 23 Nov 1943.

★ BROWN, Robert C., Capt., USN, Savannah, Ga.: Commander of mine sweeping unit in invasion of Southern France, August 1944.

★ BUNTING, Robert L., Lt., USNR, San Marcos, Tex.: CO USS *LST 54*, invasion of Normandy, 6 June 1944.

★ CARDEZA, Carlos M., Comdr., USNR, Philadelphia, Pa.: Communications officer and OD USS *Tuscaloosa*, invasion of France, 6 June 1944.

★ CARSON, Jerome S., Jr., Lt., USNR, Lansdowne, Pa.: CO USS *LST 512*, invasion of Normandy, France, 6 June 1944.

★ CARTER, Robert R., Lt. Comdr., USN, Boston, Mass.: Executive officer USS *Bennett*, against Japanese-held Marianas Islands, 30 Mar to 1 Apr 1944.

★ CHRISTIE, Gerald, Comdr., USN, Oakland, Calif.: Executive officer USS *Fullam*, bombardment of Bougainville Island, 29 Nov 1943.

★ CRAWFORD, Robert, Jr., Comdr., USNR, Yuba City, Calif.: Combat information officer USS *West Virginia*, Battle of Surigao Strait, 25 Oct 1944.

★ CULVER, L. L., Jr., Lt., USNR, Tahlequah, Okla.: Scout with naval assault force, invasion of Southern France, 15 Aug 1944.

★ DAVIDSON, Wilbur S., Lt. Comdr., USNR, Port Huron, Mich.: Assistant planning officer to NavTasForCom, invasion of Southern France, August 1944.

★ DAYTON, Milton T., Capt., USN, Long Beach, Calif.: CO of U. S. destroyer in 2nd Carrier Task Force, POA, 29 Aug to 29 Oct 1944.

★ DELHOMME, George A., Jr., Lt., USNR, Houston, Texas: On staff of group commander in Mediterranean theater, April 1943 to September 1944.

★ DICKEY, George D., Capt., USN, Vallejo, Calif.: Logistics officer, Com 11thPhibFor, invasion of France, 6 June 1944.

★ DILLON, James J., Lt. Comdr., USNR, Providence, R. I.: CO of 8th beach battalion company, invasion of Southern France, August 1944.

★ EMLEN, Samuel, III, Lt. Comdr., USNR, Philadelphia, Pa.: CO USS *YMS 203*, invasion of Southern France, August 1944.

★ EVANS, John T., Comdr., USNR, Macon, Ga.: Executive officer USS *Braine* against Japanese-held Marianas Islands, 21 and 22 Feb 1944.

★ FLEET, John P., Lt. Comdr., USNR, West Medford, Mass.: Aerological officer on staff of Amphib Group 3, January 1944 to July 1945.

★ FOOTE, John J., Comdr., USN, Pasadena, Calif.: Assistant approach officer, USS *Skipjack*, 9th war patrol, 10 Jan to 12 Mar 1944.

★ FORBES, George W., Jr., Lt. Comdr., USN, Coronado, Calif.: Torpedo data computer, USS *Spearfish*, 8th war patrol, 25 Aug to 12 Oct 1943.

★ FORD, Henry W., Capt., USNR, Basking Ridge, N. J.: Assistant air officer, Commander Eighth Fleet, September 1943 and August 1944.

★ GILLESPIE, Thomas E., Comdr., USN, Pine Bluff, Ark.: Executive officer USS *Savo Island*, Battle of Samar, 25 Oct 1944.

★ GILMAN, Carl J., Lt. Comdr., MC, USNR, Boulder, Colo.: Serving aboard USS *Santa Fe*, vicinity of Shikoku, Japan, 19 and 20 Mar 1945.

★ GORDON, Clarence E., Jr., Comdr., USNR, Asheville, N. C.: Communications officer on staff ComBatDiv 4, POA, 17 Nov 1944 to 5 Aug 1945.

★ GOREE, Sidney F., Lt., USNR, Tulsa, Okla.: Antisubmarine officer on DE in Jap infested waters.

★ GREENBERG, Mack K., Lt. Comdr., USNR, Brookline, Mass.: Assistant air officer USS *Kasaan Bay*, invasion of Southern France, Aug 1944.

★ HAAVIND, Raymond, Ens., USN, Huntington, N. Y.: Quartermaster and second officer of PT 333, POA, 4 Mar 1944.

★ HAINES, John M., Capt., USN, Coronado, Calif.: CO USS *New Mexico*, invasion of Okinawa, 21 Mar to 28 May 1945.

★ HAMMOND, Wellington A., Capt., USNR, Portland, Ore.: Executive officer of USS *Indiana*, POA, January 1944 to March 1945.

★ HARMON, Leo D., Lt., USNR, Pawnee City, Nebr.: Staff of naval task force commander, invasion of Southern France, August 1944.

★ HARRIS, Rex F., Lt. Comdr., USNR, San Francisco, Calif.: Personnel officer, ship repair department, U. S. operating base, Palermo, Sicily, August 1943 to August 1944.

★ HARTIGAN, Charles C., Jr., Comdr., USN, Washington, D. C.: CO USS *Farragut*, South China Sea, 9 to 20 Jan 1945.

★ HEATH, Clinton J., Comdr., USN, Bismarck, N. D.: First lieutenant, USS *Phoenix*, Battle of Surigao Strait, 25 Oct 1944.

★ HOCHULI, Edward S., Comdr., USNR, Oak-

WINNIE BOOSTS ETM RECRUITING

Who is Winnie the Wave?

You won't find the answer to that question in this column, but you will find a picture of her, and you'll know about as much as anyone does.

Winnie came into existence when demobilization caused a shortage of ETMs. She made 50 radio transcriptions in the interest of ETM recruiting.

Averaging two 15-minute programs per station a week, this ETM-enticer has been heard on more than 500 radio stations over every network. Every program which she energetically emcees features a name band or artist. Winnie has been heard over the air-waves in company with such talent as Tommy Dorsey, Perry Como, Sammy Kaye and Louis Prima.

One of the most exquisite members of the Recruiting Service, Winnie's sales talk on ETM training would soften a boatswain's mate, though he probably would draw an incorrect inference as to what she's selling.

Winnie coyly ends her programs, telling listeners to "drop down to the recruiting station. Just tell them Winnie the Wave sent you."



WINNIE THE WAVE sends her listeners to the nearest Navy recruiting station while Louis Prima merely sends them.



★ DECORATIONS

Bronze Star (Cont.)

land, Calif.: CO of UDT, Okinawa Gunto, April to July 1945.

★ HUIE, Cyrus R., Lt. Comdr., USNR, Arkadelphia, Ark.: Senior plotting officer, staff of Com5thFlt, May 1944 to January 1945.

★ HUNNEWELL, Walter, Jr., Lt., USNR, Wellesley, Mass.: Serving aboard USS *Hopi* off Anzio beaches, 15 to 17 Feb 1944.

★ JETER, Max A., Lt., USNR, Fayetteville, Ark.: OinC Combat Demolition Unit, invasion of Southern France, 15 Aug 1944.

★ JOHNSON, Howard S., Lt. Comdr., USNR, Charleston, W. Va.: Minesweeper section commander, invasion of Southern France, August 1944.

★ JONES, Carlton B., Comdr., USN, Beverly Hills, Calif.: CO USS *Owen,* in action against enemy on 26 Oct 1944.

★ JONES, Claude R., Lt., USNR, Miami, Fla.: OinC of control boat, landing in vicinity of Fedela, French Morocco, 8 Nov 1944.

★ JONES, Sam H., Lt. Comdr., USNR, San Angelo, Tex.: CO USS *LST 503,* Atlantic war theater, 1944.

★ KAMLER, Alfred F., Comdr., USNR, Olean, N. Y.: Division chaplain, 3rd MarDiv, Guam, 10 Apr to 10 Aug 1944.

★ KILLEEN, Thomas A., Lt. Comdr., USN, Wheeling, W. Va.: Assistant communications officer on staff of CincLantFlt, from September 1941 to November 1944.

★ KLAIN, David P., Lt. Comdr., USNR, Los Angeles, Calif.: Damage control officer USS *Honolulu* in Philippine Islands.

★ LINDEN, Elhart C., Lt. Comdr., USN, South Leads, Ala.: OD of U. S. submarine in enemy waters from 6 Jan to 16 Feb 1944.

★ LOGAN, John A., Lt., USNR, McAlister, Okla.: Gunnery officer, Amphibious Group 5, on Saipan, 18 June 1944.

★ LOVVORN, T. J., Lt., USNR, Los Angeles, Calif.: Aboard MTBs 190, 192 and 195 from 20 Dec 1943 to 20 Sept 1944.

★ LUSK, John H., Lt., USNR, Galesburg, Ill.: CO USS *LCI (R) 1029,* operations off the coast of Japan, 1 Apr to 20 Sept 1945.

★ MACKRES, Charles S., Lt., USNR, Fort Wayne, Ind.: CO of LCI gunboat, invasion of Leyte Island, 20 Oct 1944.

★ MACLEAN, Raymond G., Lt., USNR, South Portland, Maine: Wave commander of landing boat groups on Makin Island, 20 to 24 Nov 1943 and Kwajalein, 31 Jan to 8 Feb 1944.

★ MARION, George T., Lt. Comdr., USNR, Dallas, Texas: CO UDT attached to amphibious forces, Pacific Fleet, from April to July 1945.

★ MEAD, Albert E., Lt. Comdr., USNR, San Marino, Calif.: For heroic service as a prisoner of war, Chuna Naval Interrogation camp, Honshu, November 1942 to December 1943.

★ MELOY, William C., Lt. Comdr., USNR, Washington, D. C.: Senior medical officer 3rd Defense Battalion on Bougainville, British Solomon Islands, from 1 Nov 1943 to 1 Feb 1944.

★ MILES, Robert, Lt., USNR, Alpine, Texas: CO of fire support ship attached to LCI (G) Flotilla 3, POA, from June to July 1944.

★ MILLER, Shirley S., Capt., USN, Arlington, Va.: Commander of air support control unit, invasion and occupation of Guam, July to October 1944.

★ OATES, Eugene T., Capt., USN, Long Beach, Calif.: Commander Naval Bases, New Georgia, during operations against enemy forces, December 1943 to May 1944.

★ OLCH, Isaiah, Capt., USN, Providence, R. I.: Communication officer on staff of CincLant, December 1943 to November 1944.

★ OLSEN, Eliot, Capt., USN, Orinda, Calif.: CO USS *Grayling,* 3rd war patrol, 14 July to 26 Aug 1942.

★ PARKER, Charles W., Capt., USN, Wheeling, W. Va.: CO of U. S. destroyer attached to 2nd Carrier Task Force, 29 Aug to 29 Oct 1944.

★ PIERSON, William H., Jr., Lt. Comdr., USNR, Englewood, N. J.: Fighter director officer of a carrier group, invasion of Southern France, August 1944.

★ RAY, William H., Jr., Downers Grove, Ill. (posthumously): Civilian member of construction crew on Wake Island, 8 to 23 Dec 1941.

★ REDDER, Henry H., Lt., USNR, Tivoli, N. Y.: Member of Navy reconnaissance party in Cherbourg, France, 27 June 1944.

★ RICHARDSON, Gerald, Lt. Comdr., USNR, New York, N. Y.: Assistant intelligence officer, staff of Naval task force commander, invasion of Southern France, August 1944.

★ ROBB, William B., Lt. Comdr., USN, Latrobe, Pa.: Torpedo computer operator, USS *Tinosa,* 5th war patrol, 10 Jan to 4 Mar 1944.

★ RUSSELL, Louis W., Lt., USNR, Martin's Ferry, Ohio: CO USS *YMS 78,* landings in the Anzio-Nettuno area in Italy, January 1944.

★ RUTTER, Royal L., Capt., USN, Vallejo, Calif.: CO USS *Seadragon,* 9th war patrol, 14 Dec 1943 to 30 Jan 1944.

★ SCOTT, Warwick P., Lt., USNR, Philadelphia, Pa. (posthumously): Watch officer at Naval headquarters, Corregidor, during action against Japanese in early days of war.

★ SHEEY, Maurice S., Capt., USNR, Washington, D. C.: Chaplain attached to USS *Saratoga* in forward areas from 25 Aug 1943 to 6 May 1944.

★ SIEGHERT, Henry, Comdr., USNR, New York, N. Y.: Operations officer of South Atlantic Force, 8 Nov 1942 to 10 Nov 1944.

★ SLONIM, Gilven M., Comdr., USN: Assistant intelligence officer on staff of 3rd Fleet from 24 Aug 1944 to 26 Jan 1945.

★ STARK, William W., Jr., Lt. Comdr., USN, Billerica, Mass.: CO USS *Stockton,* operations against enemy from January to October 1944.

★ STONE, Willis C., Greenville, Miss.: Civilian member of construction crew on Wake Island from 8 to 23 Dec 1941.

★ STRASENBURG, Robert J., Lt., USNR, Rochester, N. Y.: Diving officer USS *Raton,* 6th war patrol from 6 Oct to 1 Dec 1944.

★ STRAUB, Paul F., Comdr., USNR, San Bernardino, Calif.: Diving officer USS *Tinosa,* 4th war patrol, 27 Oct to 16 Dec 1943.

★ STROUP, Ralph F., Lt. Comdr., USNR, San Diego, Calif.: Diving officer USS *Skate,* 3rd war patrol from 5 Feb to 17 Mar 1944.

★ SWIDERSKI, Francis E., Lt. Comdr., USNR, San Diego, Calif.: Transport division beachmaster on Namur, Kwajalein Islands, 31 Jan to 26 July 1944.

★ TACKNEY, Stephen N., Capt., USN, Bristol, Md.: USS *Haynesworth,* in enemy waters from 10 Feb to 4 Mar 1945.

★ TERRY, John H., Lt., USNR, Memphis, Tenn.: CO LCG in action on Marshall Islands during January and February 1944.

★ TROUSDALE, James H., Jr., Lt. Comdr., USNR, Monroe, La.: OinC CIC, fighter director officer USS *Enterprise,* 11 to 29 June 1944.

★ TYREE, John A., Jr., Comdr., USN, Washington, D. C.: CO USS *Finback,* 8th war patrol from 6 Mar to 1 May 1944.

★ VUCINICH, Milton C., Lt., USNR, San Francisco, Calif.: Executive officer MTB in Solomon Islands, night of 2 May 1944.

★ WALLACE, Lawrence A., Lt., USNR, Wichita, Kan.: CO and executive officer of various PT boats in SoWesPac from December 1943 to October 1944.

★ WORTHINGTON, Joseph M., Capt., USN, Annapolis, Md.: Assistant operations officer on staff of CincLantFlt from March to November 1944.

★ WORTHINGTON, Robert K., Comdr., USN, Mt. Airy, Pa.: Executive officer and torpedo computer aboard U. S. submarine in enemy waters.

★ ZENS, Robert V., Lt. Comdr., USNR, Kenosha, Wis.: Intelligence officer, staff of naval task force commander, invasion of Southern France, August 1944.

GOOD CONDUCT MEDALS DISTRIBUTED

BuPers has announced the Good Conduct Medal is ready for distribution to discharged personnel. Personnel on active duty automatically will receive the Medal when they are eligible.

Requirements for this award are as follows:

• For service terminating on or after 15 Aug 1945—Three years of continuous active service with no convictions by court-martial. Not more than one lesser offense. No sick misconduct. No mark in conduct less than 3.0, an average mark in conduct of not less than 3.8, and a final average of not less than 3.5 in proficiency in rating.

• For service terminating on or after 1 July 1931 and prior to 15 Aug 1945—A clear record with no mark in conduct less than 4.0 and with a final average of 3.5 in proficiency in rating for the following service:

First enlistment or minority enlistment, and, if extended for two years, the last four years in lieu thereof; for second or subsequent enlistments or extensions of three or four years; for a total of four years served in extensions of an elistment; in a six-year enlistment, for first three years and for remaining period if terminated with honorable discharge; for service in the Naval Reserve, three years of continuous active service in time of national emergency and/or war.

Persons qualifying in accordance with the above may send applications to the Chief of Naval Personnel, Navy Department, Washington 25, D. C., (Attn: Pers 102). An official directive is in preparation.

Applications should follow this style:

APPLICATION FOR GOOD CONDUCT AWARD

NAME_____
(Last) (First) (Middle)

SERVICE NO._____ Rate_____

ENLISTED_____ DISCHARGED_____
(Date) (Date)

PRESENT ADDRESS_____

THE BULLETIN BOARD

Enlisted Men Receive No Pay or Allowances if They Take Excess Leave

While enlisted naval personnel may, under certain circumstances, be granted excess leave, a ruling of the Comptroller General has held they are not entitled to pay or allowances during periods of excess leave. This was announced in Alnav 60-47 (NDB, 15 March). The Alnav did not apply to officers' excess leave, which is covered by statute authorizing half-pay during excess leave.

BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946), which established Navy leave procedure pursuant to the Armed Forces Leave Act of 1946 (the GI terminal leave bill), has defined and provided for excess leave, which is distinguished from advance leave. Under the leave act, an individual accrues leave at the rate of 2½ days per month of active service.

Advance leave includes: up to 30 days' reenlistment leave, chargeable to the first year of the ensuing enlistment, up to 30 days' emergency leave, granted on an advance-of-accrual basis if sufficient obligated service remains in which to accrue leave; up to 30 days' leave granted within any fiscal year, not to exceed the leave that may be earned during that fiscal year; and leave granted during the last six months of service, not to exceed maximum potential leave.

Excess leave is leave granted in excess of the amount accrued and earned by an individual, except that advance leave does not count as excess leave (see paras. 2(D)(7) and 2(E)(7), Circ. Ltr. 193-46; Marine activities may consult letter-of-instruction 1335). Excess leave may be taken only under exceptional circumstances, and may be granted only by the Chief of Naval Personnel.

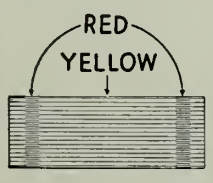
Alnav 60-47 directed checkage of pay accounts of personnel who receive excess leave.

The Alnav also directed that where leave record accounting at time of separation produces a minus leave credit, proper checkage for excess leave will be entered at time of closing of pay account, based on rate of pay and allowances received at time excess leave occurred. However, personnel will not be retained in service to "work off" excess leave, nor will they be retained because checkage of excess leave produces an overpayment at time of separation.

China Service Medal Eligibility Extended

The commemorative purposes for which the China Service Medal originally was established have been extended to include operations in China subsequent to 2 Sept 1945, Alnav 59-47 (NDB, 15 March) announced. A terminal date for eligibility for the award will be announced later.

The same medal and ribbon will be awarded under this extension, with a bronze star authorized in lieu of a second award. Regulations governing the award relative to areas, organizations, units and ships, and personal eligibility, will be announced in a Navy Department General Order at a later date.



No applications for this medal will be considered, and personnel who become eligible for first award under this extension are not authorized to wear the ribbon prior to publication of the new General Order. Conditions under which the medal was awarded prior to this extension are not affected.

Sale of ALL HANDS for Own Use Doesn't Replace The Official Distribution

A test sale of "personal copies" of ALL HANDS in Ship's Service Stores at Navy activities on the East Coast was conducted during February and March.

Any sale of ALL HANDS in Ship's Service Stores will be carried out in addition to the official BuPers 1-in-10 free distribution (1 copy to each 10 personnel). Magazines sold will be offered as "personal copies" to mail home, use in personal libraries, etc.

The February and March sales at activities where the word was passed explaining the action indicated a demand for these extra copies of ALL HANDS at twenty (20) cents per copy (the Government Printing Office price).

Cotton Skivvy Shirts Remain on Critical List

Despite earlier hopes for a more plentiful supply, undershirts, cotton, remain on the critical list and stocks should be strictly conserved, Navact 11-47 (NDB, 31 March) announced.

However, the picture is brighter in regard to the other items of clothing carried in small stores. The directive cancelled various Alnavs which had outlined procedures for selling wearing apparel to dischargees, and which had limited the sale of certain items.

Ship's Service Stores May Purchase Supplies Locally at Right Price

Ship's service stores have been authorized to purchase merchandise from local sources whenever it can be procured at prices equal to, or lower than, the prices for identical items listed in Price Agreement Bulletins, the Navy announced.

Purchases locally at prices above those published in the bulletins are not authorized, except to supply immediate needs or in emergencies due to lost or delayed shipments or other circumstances, or when procurement, delivery or service considerations render it to the advantage of the ship's service store to purchase locally. Orders for local purchases at prices above those listed in the bulletins must be approved by district ship's service officers.

Local purchases shall be paid for from the store's funds imprest bank account. Additional funds may be requested from the Navy Ship's Store Office.

$10 Service Charge Set For Shipping Automobiles

Personnel whose privately-owned automobiles are accepted for shipment via government vessel must pay a $10 service charge, Alstacon 192237 of March announced.

The service charge provides for handling, servicing, loading and stowage on vessel at point of origin, and discharge and servicing (including five gallons of gasoline) at destination.

Procedure for storage and shipment of autos outside the continental limits previously were outlined in Alstacon 102056 of January (ALL HANDS, March 1947, p. 53).

SecNav Praises Service Unity in Army Message

In honor of Army Day, SecNav James Forrestal sent the following message to Secretary of War Robert P. Patterson:

"On behalf of the Navy I take pleasure in extending to the men and women of the United States Army my congratulations on the observance of Army Day.

"The Army and the Navy demonstrated their ability to work as a coordinated team in facing the greatest test of military and moral might ever to confront the nation.

"Today they go forth together in even closer unity as guardians of our national security and agents of stability and order in the post-war world."

Annual NROTC Entrance Exam Schedule Planned

Service-wide examinations for entrance into the NROTC and NACP programs, established by Alnav 541-46 (NDB, 15 Oct 1946), are planned early each year and will be patterned after the first exam held last January (see ALL HANDS, November 1946, p. 51). The exact date for the next exams and information on nominations will be publicized by BuPers early this fall.

The NROTC program offers four years of college education at one of 52 colleges and universities in which NROTC units are established. Tuition, normal fees, books and retainer pay each month are furnished. A commission in the regular Navy or Marine Corps follows graduation; those graduates who are appointed in the regular service must serve at least two years on active duty.

The Naval Aviation College Program provides two years of college education at an accredited university, college or junior college of the candidate's choice as an AS, V-5, USNR (Inactive). After two years of college, the candidate is ordered to flight training as midshipman, USN, and subsequently designated a naval aviator. One year after receiving commissions as ensigns in the Navy or second lieutenants in the MarCorps, those who elect and are selected for the regular Navy or MarCorps will be transferred to a designated school for two years of further college work. Those who are not offered permanent commissions in the regular Navy or MarCorps, or who do not choose to accept them, must accept commissions in either the Naval or MarCorps reserve. They will be released to inactive duty and offered an opportunity to receive two more years of college work.

To qualify for NROTC and NACP the applicant must:

- Be between 17 and 21 years of age on 1 July of the year he enters a college or university. (See additional age requirements for NACP below.)
- Be a high school graduate with less than two semesters, or their equivalent, of college level work.
- Be an unmarried male citizen of the U.S.
- Be selected for enrollment after participation in the service-wide competitive examination.
- Be morally qualified, by character and personality, to be a naval officer.
- Meet physical standards required for entry into the Naval Academy, except that the cycloplegic phase of eye examination is not required.

In addition to these requirements, applicants for the aviation program must:

- Be not more than 19 years, 6 months of age on 1 July of the calendar year enrolled, or if eligible to enter college as a sophomore, be not more than 20 years, 6 months on 1 July of the calendar year enrolled.
- Meet flight physical requirements and pass the battery of aviation tests with minimum scores stated in Alnav 541-46.

For further information on the programs, contact the nearest Office of Naval Officer Procurement.

Colleges and universities participating in the NROTC program are:

Alabama Polytechnic Inst., Auburn; Brown U., Providence, R.I.; U. of California, Berkeley; U. of California, Los Angeles; U. of Colorado, Boulder; Columbia, New York; Cornell, Ithaca, N. Y.; Dartmouth, Hanover, N. H.; Duke, Durham, N. C.; Georgia School of Technology, Atlanta.

Harvard, Cambridge, Mass.; Holy Cross, Worcester, Mass.; U. of Idaho, Moscow; Illinois Inst. of Technology, Chicago; U. of Illinois, Urbana; Iowa State, Ames; U. of Kansas, Lawrence; U. of Louisville, Ky.; Marquette, Milwaukee, Wis.; Miami U., Oxford, Ohio; U. of Michigan, Ann Arbor; U. of Minnesota, Minneapolis.

U. of Mississippi, University, Miss.; U. of Missouri, Columbia; U. of Nebraska, Lincoln; U. of New Mexico, Albuquerque; U. of North Carolina, Chapel Hill; Northwestern, Evanston, Ill.; Notre Dame, South Bend, Ind.; Ohio State, Columbus; U. of Oklahoma, Norman; Oregon State, Corvallis; Penn State, State College, Pa.; U. of Pennsylvania, Philadelphia; Princeton, N. J.

Purdue, West Lafayette, Ind.; Rensselaer Polytechnic Inst., Troy, N. Y.; Rice, Houston, Tex.; U. of Rochester, N. Y.; U. of South Carolina, Columbia; U. of Southern California, Los Angeles; Stanford, Calif.; U. of Texas, Austin; Tufts College, Medford, Mass.; Tulane, New Orleans, La.

U. of Utah, Salt Lake City; Vanderbilt U., Nashville, Tenn.; Villanova, Pa.; U. of Virginia, Charlottsville; U. of Washington, Seattle; U. of Wisconsin, Madison; and Yale, New Haven, Conn.

SECNAV OUTLINES BASIC PRINCIPLES

Basic principles for administration of the Navy were stated in SecNav's General Order No. 247 (NDB, 47-118), and areas of responsibility were assigned to top civilian and naval administrators.

The order declared it is fundamental naval policy to "maintain the Navy as a thoroughly integrated entity in sufficient strength on the sea and in the air to uphold, in conjunction with our other armed forces, our national policies and interests, to support our commerce and our international obligations, and to guard the United States, including its overseas possessions and dependencies." This policy, the order said, imposes four principal tasks upon naval administration:

- Policy control—To interpret, apply and uphold national policies and interests in the development and use of the naval establishment.
- Naval command—To command the operating forces and to maintain them in a state of readiness to conduct war, and to direct the naval establishment in such matters as operations, security, intelligence, discipline, naval communications.
- Logistics administration and control—To direct the effort of the Navy Department and the naval shore establishment to assure the development, procurement, production and distribution of material, facilities and personnel to the operating forces.
- Business administration—To insure efficiency and economy of the naval establishment in organization, staffing, administrative procedures, utilization of personnel, materials and facilities, budgeting and expenditure of funds.

It was pointed out that executive administration of the Navy is vested in: SecNav; his civilian assistants (UnderSecNav, AstSecNav, AstSecNavAir and the administrative assistant to SecNav); naval professional assistants to SecNav including the naval command assistant (CNO), and the naval technical assistants (chiefs of bureaus, Naval Research and the Material Division; the JAG, the Commandant of the Marine Corps and the Commandant of the Coast Guard when it is assigned to the Navy). The four principal tasks of naval administration (above) are divided, the order said, among these executive administrators as indicated in the following:

SecNav has cognizance of policy control; the civilian executive assistants have cognizance of business administration and part of the logistics administration and control; the naval professional assistants are responsible for the remainder of logistics administration and control, and for naval command.

Reserve Pay Construed As Active Service Pay

Payments to Naval Reservists for drill, flight and other training duty have been construed to be active service pay by the Commissioner of Internal Revenue, Alnav 61-47 (NDB, 15 March) stated. However, for federal income tax purposes, enlisted men may exclude all active service pay and officers can exclude up to $1,500 of active service pay received in each taxable year until the war is formally terminated by proclamation of the President.

Unauthorized Visits In Philippines Create Transportation Problem

A transportation problem has been created in the Philippines by unauthorized visits of naval personnel, Alnav 89-47 (NDB, 31 March) revealed.

The Alnav said that ComNavForPhil advised that great numbers of Filipinos are being received for leave and subsequent return to their former ships or stations.

BuPers declared that since it had authorized only a negligible number of these individuals to visit the Philippines, the majority of visits are unauthorized. Thus, inadequate transportation exists for travel to and from leave address, and from the Philippines to former ships or stations.

In an attempt to alleviate this condition, BuPers reiterated the following provisions which govern leave in the Philippines:

- Citizens of the Republic of the Philippines and American citizens of Philippine extraction who reenlist may be transferred to ComNavForPhil only at time of reenlistment for reenlistment leave and reassignment (and COs are authorized to effect these transfers without further reference to BuPers if the individual so requests, citing Alnav 89-47 as authority).
- Non-citizens of the Philippines and citizens of the Philippines who desire leave other than reenlistment leave in the Republic of the Philippines must request approval of BuPers.

The Alnav directed attention to BuPers Manual, Art. C-6002, concerning Bureau approval to visit foreign countries. The new directive does not limit the authority of ComNavForPhil to prescribe leave regulations for personnel attached to ships and stations in the Philippines or contiguous waters.

The new directive cancelled and superseded the last sentence of Alnav 562-46 (NDB, 31 October). This earlier Alnav outlined procedures for transfer for separation in the Philippines.

MarCorps Basic School Class Convenes 15 July

The fourth class, MarCorps Basic School, will convene about 15 July for qualified candidates whose applications for commission were received before 1 May, Almar 32-47 announced.

The directive said that qualified candidates whose applications are received after 1 May will be assigned to later classes. Application deadlines for these will be issued later.

Qualified candidates are commissioned under provisions of Ltr. of Inst. 1385, which outlines procedures for selection and assignment of regular MarCorps enlisted men to officer training.

New Provisions Listed on Subsistence Of Enlisted Personnel While Traveling

New provisions regarding subsistence of enlisted personnel while traveling were published in Alnav 81-47 (NDB, 31 March), as a change to the BuPers Manual.

It will be recalled that Alnav 618-46 (NDB, 15 Dec 1946) established a new Art. D-7032, BuPers Manual, regarding enlisted proceed and travel time (see ALL HANDS, February 1947, p. 55). Alnav 81-47 amended para. 4 of this article and added a para. 5, and the complete article now reads as follows:

"D-7030. Proceed time and travel time.

"(1) Proceed time may be allowed enlisted personnel with dependents, transferred on permanent change-of-station orders, except those transferred in drafts, on the same basis as is provided for officers in article C-4001.

"(2) Travel time may be allowed enlisted personnel for travel by privately owned vehicle on permanent change-of-station orders, on the same basis as is provided for officers in article C-4001.

"(3) Travel orders issued to such enlisted personnel shall contain a provision or endorsement authorizing travel by privately owned vehicle in order that the appropriate travel time will be allowed.

"(4) During 'proceed time' provided for in para. 1, commuted rations are authorized. During travel by privately owned vehicle provided for in para. 2, commuted rations are authorized for travel time in excess of travel time by the most direct usually traveled route. Commuted rations for proceed and excess travel time are chargeable to the appropriate expenditure account, 'Transportation and Recruiting of Naval Personnel' or Naval Reserve appropriations, as applicable, and will be paid after reporting to new station on standard form 1012 (plus subsistence for authorized travel time provided same not paid in advance), one copy of which will be forwarded to BuPers. Excess travel time is defined as time in excess of that required to travel by train by the shortest usually traveled route.

"(5) Cash advanced in accordance with para. 7001, Navy Travel Instructions, continues to be computed at rates therein by shortest usually traveled route. Payment of leave rations for any leave granted en route will be made in accordance with existing instructions."

Alnav 81-47, as did Alnav 618-46, applies to MarCorps as well as naval personnel, and necessary changes to the Marine Corps Manual and Navy Travel Instructions are in process of approval.

New High Mark Fired For Pistol Course

The highest score ever made on the present pistol qualification course at Pensacola, Fla., was fired recently by E. Rothcoski, ACOM, of the VT-4 squadron based there.

Rothcoski fired a 378 out of a possible 400 as follows: 25 yd. slow, 93; 25 yd. timed, 96; 15 yd. rapid, 99; and 25 yd. rapid, 90.

MarCorps Graduates of Academy, or Basic School Must Serve Two Years

MarCorps officers who are graduates of the Naval Academy or the MarCorps Basic School may not resign while they are serving in their first two years of commissioned service in the Corps, Alnav 86-47 (NDB, 31 March) announced.

This does not apply, however, in cases where a board has recommended acceptance of an officer's resignation, as the result of a recommendation concerning revocation of commission.

Instructor Billets Open To Certain Fleet Reservists

Instructor billets in the Naval Reserve program are open to Fleet Reservists if they are physically qualified for active duty and have not ever served in an appointment as a commissioned officer under the authority of the Act approved 24 July 1941 (55 Stat. 605). To qualify for the billets, Fleet Reservists may not be drawing a pension, disability allowance or disability compensation in lieu of regular retainer pay authorized for members of the Fleet Reserve.

Requests for active duty under the appropriation "Naval Reserve" should be made in writing to the commandant in which the Fleet Reservist resides or to the commanding officer of the Naval Air Reserve unit in which he wishes to serve. Retired enlisted personnel are not eligible for the billets since they are not legally authorized to be paid under the appropriation "Naval Reserve." If a Fleet Reservist is retired subsequent to his recall to active duty, he should then be released to inactive duty.

4,802 Naval Ships Loaned To Allies; 643 Were Lost

The U.S. under the Lend-Lease Act of 1941 loaned Allied nations 4,802 naval ships and small craft, of which 2,216 have been returned, a Navy Department summary reveals.

Lost during the war were 643 of the craft, while 1,943 still are held by Allied powers under agreements providing for their return prior to termination of the war.

Reserve Officers Notified of Retention Until 30 June '48

The Navy has notified those Reserve officers whom it intends, tentatively, to retain on active duty during fiscal 1948, and is well along in separating, with few exceptions, all others.

Alnav 78-47 (NDB, 31 March) was the "fifteenth and final Alnav of the series listing Reserve officers whom it is the present intention of BuPers to retain on active duty during the fiscal year ending 30 June 1948." The Alnav declared that officers not listed in Alnav 78 or the preceding 14 Alnavs (Waves were listed only in the first Alnav and in two later Alstacons), or who have not received a BuPers dispatch or letter approving their retention in fiscal 1948, may assume that personnel limitations did not permit approval of their requests.

The Alnavs which listed those approved for retention were Alnavs 42, 62 through 68, 71 through 73 and 75 through 78, all of 1947. For information on retention and separation of Waves, see story adjoining this. For information on retention, reversion or discharge of temporary officers, see story in an adjoining column.

Alnavs which listed officers selected for retention constitute tentative approval of requests for retention, and must be acknowledged immediately by individual letter forwarded to BuPers (Attn: Pers 3116) via COs. Alnav 78 said, "Because of present uncertainties in personnel strength of the Navy in fiscal 1948, it is regretted that this approval is tentative and subsequent reduction in the number of officers to be retained may be necessary. Final approval or necessary reductions will be made by Alnav as soon as practicable."

Alnav 78 also said that officers not selected for retention have been notified by individual letter, via COs, but nonreceipt of such letter may not be construed as authority to remain on active duty or to delay separation processing or terminal leave. It was emphasized that approval for retention must be positive and affirmative, and can only be given by BuPers, and in the absence of specific, positive approval it must be assumed an officer has *not* been selected for retention.

Once finally approved, officers will be expected to serve the full period of approved retention, except in cases of unusual and severe hardship.

Meantime, Alnav 79-47 (NDB, 31 March) stated procedures for separation of officers not specifically approved for retention.

The Alnav declared that all Naval Reserve officers, including staff corps and women officers, being paid under appropriations for pay and subsistence of naval personnel, must be on inactive duty and off the Navy payroll prior to 1 July 1947, except those officers specifically approved for continuation on active duty later than 30 June 1947.

Reserve officers approved for such retention, and therefore *not* affected by Alnav 79, include:

- Those officers who requested retention on active duty during fiscal year 1948, and whose names have been listed in an Alnav or Alstacon, or who have received a BuPers letter or dispatch authorizing retention.
- Aviation officers whose contractual agreements to remain on active duty expire after 1 July 1947. (Concerning these officers, Alnav 78 pointed out that aviation officers listed in Alnavs for retention, whose contractual agreements expire prior to 30 June 1948, are considered to be approved for retention until 30 June 1948. Other contractual aviators will complete their terminal leave not later than the expiration date of their contract).
- Medical and dental officers (see Alnav 281-46), whose directed periods of active duty expire after 1 July 1947.

Alnav 79 established a rigid schedule for separation of Reserve officers, stating, "Because of contemplated budgetary restrictions, it is mandatory that all Reserve officers who are to be separated in accordance with the Alnav complete terminal leave not later than the end of the current fiscal year." The Alnav declared commands and individual Reservists themselves must insure that officers to be separated arrive at separating activities sufficiently in advance that they may complete processing and terminal leave to which entitled not later than the end of the current fiscal year; proceed time and delay en route from duty station to separation activity are not authorized.

The following schedule was established:

- Naval Reserve officers afloat and outside CLUSA shall be detached sufficiently in advance that terminal leave of such officers shall be completed not later than 15 June 1947.
- Naval Reserve officers on duty within CLUSA shall be detached sufficiently in advance that terminal leave will be completed during the period 16 to 25 June 1947.
- Naval Reserve officers on duty in the Washington, D. C., area and in the Potomac River Naval Command will receive BuPers order detaching them in time to complete terminal leave prior 26 June 1947.

COs afloat and outside CLUSA shall prepare release orders modeled upon Alnav 463-46 for all Naval Reserve officers who did not apply for retention during fiscal 1948, and for all who have not been notified of approval of their requests for retention.

COs within geographical limits of naval districts or the Severn River Naval Command shall request release orders from the commandants for officers who did not apply for retention in 1948 or who have not been notified of approval of requests.

Procedure differs with respect to officers who have requested transfer to the regular Navy and who have not been notified of the selection board action. Such officers are not exempt from Alnav 79. Their COs, either within or without the continental limits, shall request separation orders for these officers from BuPers (Attn: Pers 311), indicating that application for transfer is pending. COs will then be notified of officers who should be retained as a result of having been approved for transfer or because applications still are pending.

Attention was directed to Alnavs 499-46 and 572-46, which provide that immediately upon receipt of nonapproval for transfer to the regular Navy, or upon declination of appointment, separation orders shall be requested. COs outside the U. S. and naval district and Severn River commandants shall write release orders for these officers, in lieu of BuPers.

Attention also was directed to the fact that release dates promulgated in Alnav 79 are to be adhered to, despite contrary dates of eligibility for release as defined in para. 9 of Alnav 384-46 (promulgated in para. 3 of Alnav 476-46).

The schedule stated in Alnav 79 also may not be deviated from to retain Reserve officers on board pending receipt of authorization for retention in fiscal 1948, or pending action on request for reconsideration.

Attention was directed to the proper

Retention of 2,400 Waves Until 30 June '48 Planned

Provisions for retention on active duty of 500 Wave officers and approximately 1,900 enlisted women for fiscal 1948 have been announced.

Alstacon 261547 of March authorized COs to accept for retention all enlisted women who volunteered for retention until 30 June 1948 in accordance with Alstacon 171702 of January. Conduct and proficiency in rating marks should be such as to justify further retention.

It is the present intention of BuPers to retain on active duty until 30 June 1948 all officers of the Women's Reserve whose names were listed in Alstacon 141648 and 141333 of March and Alnav 42-47 (NDB, 15 February). Officers not selected for retention were to have been notified by individual letter.

For information on separation of reserve officers not retained during fiscal 1948 see adjoining column.

procedures for computing terminal leave, which may be found in BuPers Circ. Ltr. 193-46 and BuPers BuSandA Joint Letter of 13 Sept 1946 (NDB, 46-1958).

Attention was directed to BuPers Circ. Ltrs. 168-46 and 16-47 concerning processing of officers prior to detachment for separation; to Alnav 384-46 regarding appropriate separation activity to which officers are to report.

BuPers declared it would act upon all requests for release orders submitted prior to receipt of Alnav 79. Any BuPers release orders on Reserve officers not in accordance with Alnav 79 shall be modified by COs.

Delay Action on Requests From USN-T Officers for Retention on Active Duty

Delay in action on requests from temporary officers for retention on active duty through fiscal 1948 was announced in Alnav 74-47 (NDB, 31 March).

The Alnav changed para. 3, sentence 3, of Alnav 588-46 (NDB, 15 Nov 1946), which provided for requests for retention, to read that requests for retention in warrant and commissioned warrant status will be considered approved unless notified to the contrary by 1 July 1947, and requests from ensigns and above will be considered approved unless notified to the contrary by 15 Aug 1947. Originally, Alnav 588 had provided that temporary officers could consider their requests approved unless notified to the contrary by 1 Apr 1947.

Alnav 74 commented that budgetary limitations may restrict the number of temporary USN officers who can be retained on active duty in fiscal 1948. The actual number of temporary officers who will be retained cannot be determined until early in fiscal 1948, except that about 700 temporary warrant and commissioned warrant officers may be reverted to their permanent enlisted status about 1 July 1947.

Temporary warrant and commissioned warrant officers so reverted, who are on the retired list or are members of the Fleet Reserve, will be issued orders releasing them to inactive duty. Others so reverted will elect one of the following options:

- Apply for Fleet Reserve or retirement, if eligible, and subsequent release to inactive duty.
- Remain in the service in enlisted status.
- Complete separation from the naval service.

The Alnav said, "The Navy intends to keep temporary USN line officers of the rank of ensign and above on active duty in their present status in the maximum number consistent with the needs of the service and the allowed officer strength."

The Alnav declared that all temporary USN officers, including warrant and commissioned warrant officers, with electronic experience will be retained provided the officers have requested retention. All temporary USN Supply Corps and Hospital Corps officers, including warrant and commissioned warrant officers, will be retained on active duty during fiscal 1948, provided they have requested retention. If Hospital Corps legislation now pending before Congress is not enacted, some reversions will be necessary in fiscal 1948.

Release of Reserve Officers Clarified

Clarification of certain points in Alnav 79-47 (NDB, 31 March), which provided for separation of Reserve officers not retained for active duty after 30 June 1947, was made in Alnav 94-47 (NDB, 15 April) in answer to recurrent inquiries.

- Appropriate separation activity is not the separation activity nearest the home of record, but is the separation activity nearest the duty station or nearest the port of entry to the U.S. Terminal leave may be granted only by separation activities, at completion of separation processing.
- Reserve officers in a disciplinary status, or those not physically qualified for release from active duty, are not eligible for separation until the ineligibility is removed. Instructions should be requested from BuPers on officers in disciplinary status. Commands wishing to retain a Reserve officer on active duty as a witness in a disciplinary action should refer such cases to BuPers.
- Reserve officers who have been notified of selection for the regular Navy are exempt from provisions of Alnav 79. Refer para. 8, Alnav 79, if appointment is declined.
- Officers exempt from Alnav 79 are stated in para. 5 of that Alnav. Although not included among the exemptions, Supply Corps officers on accountable duty for whom a relief has not been designated, and who must be separated, should be reported to BuPers and instructions requested.
- Commands authorized by Alnav 79 to write release orders shall write them without requesting prior BuPers approval. Since continental commandants are charged with responsibility of controlling the flow of personnel into separation activities, COs afloat within continental limits must ascertain well in advance from the local district commandant the date on which a Reserve officer shall report to the separation activity for separation.
- Reserve officers who request leave and whose services can be spared to take leave prior to reporting for separation processing in accordance with Alnav 79, shall instead be ordered for separation processing rather than granted leave.
- Personnel are not entitled to flight or submarine or sea pay while on terminal leave, and may not forego terminal leave in order to be entitled to it. "Incongruous practices in any form which permit personnel to remain in a status entitling them to compensation for flying or other services which accrue additional benefits either monetary or otherwise are prohibited," the Alnav concluded.

Bonus Forms Available For Illinois Veterans

Application blanks for the Illinois State veteran's bonus are now available and commanding officers were requested by Alnav 90-47 (NDB 31 March) to advise the Director, Service Recognition Board, 218 West Monroe St., Chicago 6, Ill., of the total number of forms needed for their ship or station.

Any members of the armed forces who were residents of the State of Illinois and who served all or any part of the time from 16 Sept 1940 through 2 Sept 1945 may be eligible for the bonus.

A summary of state bonus legislation enacted since the end of the war was given in ALL HANDS, March 1947, page 53.

Photo Interpretation Course Open to Officers

Regular Navy officers, ensign through lieutenant commander, may apply for a 15-week photographic interpretation course, it was announced in NavAct 9-47 (NDB, 15 March).

Classes will convene every 16 weeks, beginning 9 May, at the Photographic Interpretation Center, RecSta, Washington, D.C. Although the deadline for the first class has passed, applications for subsequent classes are desired. These must be submitted via official channels, to reach BuPers (Attn Pers-4221) no later than one month prior to the convening date for the class requested.

Desired qualifications include training of college level, or experience in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, mathematics or allied subjects.

The applicant must include in his request a statement of his qualifications in education and/or experience. Selected graduates will be given an additional 15-week course in photogrammetry. Completion of the photographic interpretation course (or both courses) leads to one tour of duty in a photographic interpretation billet, or in a billet having this as collateral duty.

Navy to Have 4 Major Bases in Philippines Under 99-Year Agreement

Under terms of a 99-year military-naval agreement signed by the U.S. and the Philippines, the Navy will maintain four operating areas in the islands.

The Navy's establishments will be at Guiuan, in the Leyte-Samar area, at Subic Bay, Tawi Tawi and Sangley Point, Cavite. Principal Army base will be the Fort Stotesenberg military reservation in Pampanga Province, Central Luzon, and nearby Clark Field.

In addition to the major establishments, rights have been obtained for other areas of limited size, while other Class B sites may be developed later.

The Philippine Government announced the U.S. had met "in every respect the request of the Philippine Government that no permanent bases, and especially no operating bases, be established in centers of population. There will be no bases in the city of Manila or its immediate environs."

A special provision will enable the Army and Navy to use part of the Manila port area on the same basis as any private installation.

The agreement provides that in the interests of international security any of the bases may be made available to the U.N. upon concurrence by the Philippine Government. The Philippines retain the right to exercise jurisdiction over all offenses committed outside bases, unless in the performance of specific military duty or in cases involving only Americans.

Commissions in MarCorps Open to College Students

The MarCorps has reactivated its peacetime officer training program, under which U. S. college students may be commissioned in the Marine Reserve upon graduation.

Physically-qualified, unmarried students 17-25 years of age are eligible. Although freshmen and sophomores may be non-veterans, only juniors who are veterans may enter.

BUILDING A STRONG NAVAL RESERVE

Difficulties faced by the Navy in reducing personnel to fit postwar patterns, and at the same time build a strong Naval Reserve, were related by Vice Admiral William M. Fechteler, USN, DCNO (Personnel), in a speech before the first annual convention of the Reserve Officers of the Naval Services in St. Louis.

Admiral Fechteler pointed out that SecNav's goal—demobilization within one year after VJ-Day—was substantially met, leaving the Navy short of skilled men in many rates and imposing a considerable problem as the Navy simultaneously conducted Operation *Mothball,* rolled up shore activities and tried to maintain an effective Fleet at sea.

The Admiral said, "Although the Fleet is in good shape right now as far as numbers of personnel are concerned, the men that we have are not as well trained or as skilled in their specialties as they should be. The rating structure is defective because we have insufficient talent between CPOs and recruits. With a situation like this to contend with, we have to take comparatively few well-trained and experienced men and put them where they will be most effective in correcting this situation."

And this, Admiral Fechteler pointed out, is a prime reason for the difficulty the Navy has experienced in assigning competent instructors to the task of training inactive Reserve personnel.

He said, "I hope you will agree that the policy adopted, which calls for available instructors to train regular Navy personnel, afloat and ashore, is the only practical solution for the time being. As soon as we possibly can, we're going to get the necessary instructors assigned Reserve training billets."

Need for close integration of the Navy and the Naval Reserve was stressed by the Admiral, and he mentioned steps taken to accomplish this. "One of these steps," he said, "consisted of a directive from the Secretary of the Navy to all bureaus and offices to integrate as closely as possible the Reserve program with regular Navy activities. As a check on this we have just initiated a survey to determine fully the degree of effectiveness of that directive. . .

"Another step which has been taken . . . represents a radical departure from previously established policy. Instead of placing funds allotted for the Reserve program in a central office which had cognizance over all phases of Reserve activity, each bureau and office of the Navy now carries the responsibility for its related activity in the Reserve. The Bureau of Ordnance has charge of the funds earmarked for Reserve ordnance expenditures, and the obligation to provide for Reserve requirements in this field. The Bureau of Ships, the Bureau of Aeronautics, and all the chief subdivisions of the Navy Department have their own similar responsibilities.

"Thus, all of the offices, bureaus and activities of the regular Navy will support the Reserve in a manner similar to that which they provide to the Regular Navy."

24 Navy, 6 MarCorps Officers Selected to Attend War College

Twenty-four naval officers and six Marine Corps officers have been selected to attend the second 10 months' course at the National War College, Washington, D.C. The class convenes 2 September.

The National War College, under the command of Vice Admiral H. W. Hill, USN, was established in 1946 to provide training in the performance of joint staff duties and the exercise of command in the highest levels of the armed service. Selected officers of the armed forces and Department of State foreign service officers comprise the classes.

Captains of the general line selected are:

Bruce B. Adell, William G. Beecher Jr., Sherman R. Clark, George R. Cooper, Peter G. Hale, Victor D. Long, William V. O'Regan, William K. Romoser, John H. Sides, Chester C. Smith, William S. Veeder, Chester C. Wood, Elmer E. Yeomans and Edward W. Young.

Captains of the general line (aviation) selected are:

Delbert S. Cornwell, Harry D. Felt, Robert Goldthwaite, Truman J. Hedding, Joseph L. Kane, William Milier Jr., Frank O'Beirne, Steadman Teller and Austin W. Wheelock.

Capt. Joseph L. Herlihy, SC, USN, also was selected.

Colonels of the MarCorps selected are:

Nels H. Nelson, Richard P. Ross Jr., Walter J. Stuart and Merrill B. Twining; and aviation colonels Verne J. McCaul and David F. O'Neill.

Academy Plans $70,000 Pipe Organ in Chapel

The Naval Academy hopes to replace the 35-year-old pipe organ in its beautiful enlarged chapel with a custom-built instrument nearly four times larger.

The hope, however, is dependent upon success of an organ trust fund established by Rear Admiral James L. Holloway, USN, Superintendent of the Naval Academy. Cost of the organ will be approximately $70,000, and the fund at present contains $17,000 transferred from a surplus in the chapel fund. This was created by voluntary contributions of those who have worshipped in the chapel, particularly during World War II. The balance of the organ's cost must come from gifts and memorials from individuals, classes and organizations interested in the chapel.

Although no attempt will be made to install the organ before the summer of 1948, the contract must be signed in the next few months. Persons interested in aiding the plan may write the Chapel Organ Committee, Att'n Chaplain, U.S. Naval Academy, Annapolis, Md.

Promotions of Reserve Officers to Be Linked With Regulars' Program

Promotion of Naval Reserve officers on inactive duty will be linked with the promotion of regular Navy officers under a new plan contained in a revision of Part H of the BuPers Manual.

Each Reserve officer on inactive duty will be assigned a "running mate" who will be the regular Navy officer next junior to him and the Reserve officer will become eligible for promotion when his running mate becomes eligible.

The highest unrestricted temporary rank of the regular Navy officer and the Reserve officer as of 1 Oct 1945 will be used to determine running mates. If a Reserve officer received his appointment subsequent to 1 Oct 1945, he will be assigned as a running mate that regular Navy officer having the same rank and same or closest date of rank as the date of the Reserve officer's initial appointment.

Fourteen days' active or training duty in grade per year is prerequisite for promotion, however the total amount of such duty need not exceed 56 days computed from the date of rank. At the discretion of BuPers a lesser amount of training duty for line and staff officers while in the Volunteer Reserve may be required but in no case will line officers be promoted with less than 28 days' active or training duty in grade. A staff officer will not be promoted with less than 14 days' active or training duty in grade.

Medical and dental officers of the Volunteer Reserve will be credited with one day's training duty for promotion purposes for every five physical examinations or completed dental examinations conducted while in an inactive duty status without compensation.

Reserve officers must either pass successfully the prescribed professional examinations or successfully complete required correspondence courses to qualify for promotions. If they select the correspondence courses, the courses must be completed while in grade prior to the prescribed date of the professional examinations.

For the time being, promotions in the regular Navy have been suspended to allow time for a study of the officer structure of the postwar Fleet. No Reserve officers will be promoted until the peacetime system for promotions in the regular Navy is established since the Reserve officer promotion plan is tied to the regular Navy officer promotion system.

BuPers does not desire inquiries concerning the status of individual officers at this time because correspondence on the subject will delay setting up the promotion program. As more information on promotion procedures is available, it will be published to Reserve officers through official directives.

Publications Center Moves to NSD, Norfolk

The East Coast Naval Publications Distribution Center has moved to NSD, Norfolk, Va., it was announced by Alnav 82-47 (NDB, 31 March). The activity previously was situated at Cheatham Annex, Williamsburg, Va.

The new address is: OinC, East Coast Naval Publications Distribution Center, Building 101, NSD, NavSta, Norfolk 11, Va.

CEC Training and Duty Open to Line Officers

Opportunity for training and duty in the Civil Engineer Corps was extended to certain regular Navy line officers by BuPers Circ. Ltr. 43-47 (NDB, 15 March).

The letter requested applications for reclassification to the CEC from regular officers of the line, including those who have transferred to USN status. Applicants must possess a bachelor's degree in engineering, including civil, electrical, mechanical, architectural, chemical or mining engineering.

Those applicants who are reclassified as CEC officers will have an opportunity for training in the duties of the corps, and assignment to CEC duties, including the public works departments of shore bases and CB units overseas.

Applications may be submitted via official channels to reach BuPers (Attn: Pers 4226) prior to 1 June. There were no stated limits as to rank or age of applicants.

Reservists to Be Given Newest Training Courses

Officers and men of the Naval Reserve in an inactive status may study for promotion with the aid of additional training material to be furnished by the newly developed Naval Reserve Training Publications Project.

Preliminary research has started on more than 50 texts and correspondence courses which will be written for officer training. The subjects of the courses are being selected to fit the many specialized categories of Reserve officers.

The familiar blue-book training courses for advancement in rate of enlisted men will be increased so there will be training material for every rate and rating. The Naval Reserve program needs these texts for today's training. As soon as the books are produced, they will be made available to all Reserve armories.

This program, with headquarters at the Naval Gun Factory, Washington, D. C., will guarantee the Reserves an abundance of up-to-date training material.

Texas Plan Would Enable Its Veterans to Purchase State Land on Low Terms

The Texas Veterans' Land Program, which would permit Texans who served in World War II to purchase state land on low terms, has been explained in a letter to ALL HANDS from the Commissioner, Texas General Land Office.

Under provisions of a bill now before the Texas 50th Legislature, a Veterans' Land Board would have authority to acquire surplus federal lands, and state and privately-owned lands for resale to veterans. The bill would permit any Texas veteran who served between the declaration of World War II and 31 Dec 1946 to buy a farm or ranch home from the state on a state valuation of not more than $5,000. The veteran could pay as little as 10 per cent down and have 40 years or less to pay off the balance, at 4 per cent interest.

The bill is the final enactment of a constitutional amendment unanimously approved by the legislature and approved by the voters of the state (ALL HANDS, March 1947, p. 53). It further provides that:

- The veteran will not have to reside upon the land, and he may dispose of his equity at any time after it reaches 40 per cent of the total value.
- He will receive a 15/16 mineral-free interest in oil and gas, and a 7/8 interest in sulphur.
- Sales of land will run for a period of eight years, with an estimated two to four sales held annually.
- The veteran would be permitted to select a farm or ranch home ranging from 50 to 2,500 acres.

The commissioner has requested eligible Texans in the Navy to send their permanent addresses to the General Land Office, Austin, so that they may receive listings of property to be sold.

Submariners Encouraged To Form Local Chapters

Submariners, past and present, and members of the submarine component of the Naval Reserve have been encouraged to form their own chapters of the Navy Club of the USA.

The Navy Club, only national service club exclusively for all present and ex-naval personnel, has local chapters named after ships. To form a "submarine ship," 10 submariners or ex-submariners (officer and enlisted) may apply for a charter to the National Shipswriter, Box 468, Rockford, Ill. The charter and proper papers will be sent to them and the ship will be chartered upon receipt of national dues and a $10 charter fee.

The chairman of the Submarine Conference, Navy Department, Washington 25, D.C., will assist in selecting names for submarine ships. Any submarine may be chosen.

Current and Future Changes in Uniform Regs Listed

Recent changes in Uniform Regulations have included revision of chapters II, IV, VII, VIII, IX and XI.

The complete postwar uniform plan has not been determined, but some changes have been made effective and others which will be effective at a future date have been announced for convenience of the service.

The following is a brief summary of the changes since the war's end:

• Black sleeve stripes on officers' overcoats are no longer required. Optional wearing of black braid chin straps has been cancelled and officers of rank of commander and above are no longer permitted to wear plain visored caps. Half lace on sleeves of blue uniforms is optional until 15 Oct 1948. Dress uniforms, the boat cloak and the raincape were not included in new chapter II, inasmuch as it is not known at the present time when dress clothes will be required again.

• Designation of uniform Blue, which included optional wearing of white or gray shirts, has been cancelled, and provision has been made for optional wearing of the gray shirt with Service Dress, Blue, A and B for officers and warrant officers, and with Dress, Blue, A and B for CPOs, cooks and stewards except on dress occasions.

• The khaki working uniform was re-instated as the permanent summer working uniform. Wearing of the gray working uniform is optional until 15 Oct 1948. Lower pockets on the coat of the khaki working uniform have been changed from bellows style to patch style. Persons possessing khaki coats with bellows type pockets will be permitted to wear them until they are no longer serviceable. The 15 Oct 1948 date has also been set as the date on which khaki tropical worsted, wool gabardine, palm beach type or rayon gabardine will be designated as the summer service uniform. Khaki cotton shirt and trousers will be designated as the summer working uniform. The white uniform will be designated as summer dress.

• Beginning 1 June 1947 blue or white garrison caps are discontinued for all male naval personnel.

• Designation of uniform Dress, Blue, D has been established for CPOs. This is the same as Service Dress, Blue, D for officers.

• Gray gloves have been made optional articles of uniform for CPOs, cooks and stewards.

• In the revision of chapter VIII on insignia, the air gunner's distinguishing mark has been changed to that of the aircraft machine gunner, second class. A distinguishing mark of the same design but with a star immediately above the winged machine gun is authorized for aircraft machine gunners, first class. A brassard for enlisted men assigned to recruiting duty was authorized. All non-rated men who are qualified and have been designated as strikers in accordance with instructions issued by BuPers are authorized to wear the specialty mark of the rating for which they are striking. Gold and silver rating badges and gold service stripes again must be worn by qualified personnel. During the war this regulation was modified to permit the wearing of blue and white rating badges. Shoulder insignia are no longer authorized. In addition to service in the Navy or Naval Reserve, service in the Marine Corps, Coast Guard or Army may be counted in determining eligibility for service stripes.

• Regulations regarding aviation insignia have been clarified, permitting officers who have qualified to wear aviation insignia to continue to wear such insignia on return to enlisted status, and to permit enlisted personnel who are qualified to wear aviation insignia provided for in chapter IX of Navy Uniform Regulations and are subsequently promoted to commissioned or warrant ranks to continue to wear such insignia. The distinguishing insignia previously authorized for Naval Aviation Observers (Radar, Navigation and Tactical) have been abolished. They shall now wear the insignia authorized for Naval Aviation Observers.

Uniform regulations as to when retired personnel not on active duty are entitled to wear their naval uniform, have been rewritten in more detail. Such personnel may wear the prescribed uniforms of the rank or rating held on the retired list when the wearing of the uniform is appropriate. They may not wear the uniform in connection with non-military, civilian or personal enterprises or activities of a business nature.

Retired personnel in an inactive duty status in a foreign country may not wear the uniform except when attending—by formal invitation—ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation or by the regulations or customs of the country.

"Occasions of ceremony" on which personnel who have served honorably in the armed forces of the United States during war are entitled to wear their uniform have been interpreted. They are occasions essentially of a military character at which the uniform is more appropriate than civilian clothing, such as memorial services, military weddings, military funerals, military balls, military parades and meetings or functions of associations formed for military purposes, the membership of which is composed largely or entirely of honorably discharged veterans of the services or of Reserve personnel. Authority to wear the uniform, under the Act and under this interpretation, includes authority to wear the uniform while traveling to and from the ceremony, provided such travel in uniform can be completed on the day of the ceremony.

Neatness as Important As Fairness in Sports

The crowd may, with occasional accuracy, call a fighter a bum; but the Chief of Naval Personnel wants to be sure the crowd's derision is not caused by the sloppy dress of the fighter or of his seconds.

Subject of a circular letter was an order to COs to insure that members of teams representing commands, and therefore representing the Navy, are taught neatness in dress as well as fairness in sportsmanship and skill in athletics.

The letter advised that team assistants, such as boxing seconds, bat boys and water carriers, must be dressed in suitable, neat working uniform. The uniform of the day was suggested, if possible. Contestants must wear, of course, the uniform of their sport, but it too should be clean and neat—at least at the start of a contest. Contestants and assistants must be as cleanly shaved and their hair must be as well trimmed as at formal inspections.

Naval athletic events frequently are attended by large numbers of civilians, who have found that they can count on seeing a clean, hard-fought contest when naval contestants are matched. It is particularly necessary, therefore, that Navy men appearing before the public on such occasions present to the public a good example of the service at-large.

Orders to Flight Duty For Observers Cancelled

Orders to duty involving flying as naval aviation observers, naval aviation observers (radar) and naval aviation observers (navigation), were cancelled as of 1 May by Navact 10-47 (NDB, 15 March). Officers whose orders are so cancelled are to report to COs for duty.

If reinstatement of flight status is desired, commanding officers may submit request for orders to BuPers (Attn: Pers 3116), via normal chain of command and CNO (OP 54). Forwarding commands were requested to make constructive recommendations.

COs in making such requests must clearly show that the officer for whom reinstatement is asked must participate regularly and frequently in aerial flight, and that his duties cannot be performed by a naval aviator (AVH) attached to the command.

Control Tower Operator Rating Group Approaches Peacetime Requirements

The specialist Y (Control Tower Operator) rating group rapidly is approaching postwar requirements, and many men of other rates who are performing this work will be returned to their normal duties, announced BuPers Circ. Ltr. 57-47 (NDB, 31 March).

The letter said it is anticipated that in the future the major input to the specialist Y rating group will be from the Naval Training School (Control Tower Operators).

Administrative commands were directed to insure that all specialists Y are employed in billets commensurate with their training. Personnel of other rating groups currently employed as control tower operators shall be returned to duties of their particular rating groups on or before 1 July 1947.

Outstanding men holding other ratings who are currently assigned specialist Y duties may be recommended to BuPers for a change in rating to specialist Y of equal pay grade. The procedure for this is prescribed in paragraph 12, BuPers Circ. Ltr. 191-46 (NDB, 31 August). Particular attention was invited to paragraph 8 of that letter.

The new directive listed the following considerations which will govern decisions on all requests for these changes in rating:

• Personnel who are graduates of the Naval Training School (Control Tower Operators) are desired. Whether the applicant has completed this course should be clearly indicated in recommendations.

• Rated personnel, whether or not graduates of the school, must have performed control tower operator duties for a relatively long period. Hence, it may be assumed that they have lost much of their former proficiency in their present ratings.

• Requests recommending rated personnel in rating groups currently below postwar requirements normally will not be approved. If control tower operation has not reduced their proficiency in present rating, they should be returned to their normal duties.

• Since the aviation radioman rating group is short of men, requests from these personnel will not be approved unless their proficiency as aviation radiomen definitely has been impaired during the period in which they have performed control tower duties.

Fight Against Fungus Pressed By BuOrd

Moisture and fungus resistant materials and treatments are being developed by the Navy to combat deterioration of ordnance equipment.

Experience during the war revealed the necessity for better materials and for adequate protection of ordnance equipment to insure proper operations under adverse conditions. BuOrd found that moisture and fungus damaged electrical equipment aboard vessels operating in the North Atlantic and South Pacific areas.

The University of Miami provides technical assistance for observation of the growth of fungi and other microorganisms on materials to be used in ordnance equipment, not only in its own laboratories but also at Navy facilities at Key West.

Recommendations based on current research will be used to improve equipment manufactured for BuOrd, and to make equipment now aboard ship more resistant to deterioration. Moisture and fungus-proofing is expected to result in large savings of funds and materials through extending the serviceability of equipment.

The results of these experiments are available for other Navy and Army branches through Army-Navy committees.

'BRING BACK' REPLACES TAKEOFF

Rumor (and *Naval Aviation News*) has it that one of the pilots in a Carrier Qualification Training Unit toward the end of the war had one of those experiences that leaves strong men weak and weak men dead.

Seems this pilot was getting practice in catapult takeoffs, and everything went 4.0 up to the point where he signalled the ground crew to fire the catapult.

As planes will on a catapult takeoff, his flashed forward at an extreme acceleration, got flying speed . . . and *stopped* in midair.

Even while the pilot was realizing that something was very unorthodox about this matter, his plane did even worse. It started going backward. As fast as it had been going forward.

According to reports, the pilot said of this moment, "Acceleration in reverse was very fast. I repassed the catapult crew and the other planes which were standing by. My wing finally struck the fire truck which spun me around and started me going nose first again but still in the wrong direction. I finally rolled off the runway and stopped."

Investigation showed that the tail hook of the plane had dropped as the plane was launched, caught the tow cable, pulled it out far enough to cock the catapult, and then fired the catapult in the wrong direction.

The pilot, though, is one aviator who'll never be sure.

Service Record Entry Of Duty Time Directed

BuPers is "saying again" its Circ. Ltr. 204-46 (NDB, 15 Sept 1946).

That letter gave instructions for an additional entry to be made on page 9Y of the service record, indicating the number of months and type of duty completed at time of transfer.

The Bureau noted, however, in Circ. Ltr. 45-47 (NDB, 15 March) that "these instructions are not, in the majority of cases, being complied with," and directed all COs to take necessary steps immediately to insure full compliance.

Failure to require compliance with the earlier letter, BuPers said, not only creates an additional work load nel are transferred, but also an injusfor the activities to which the personnel themselves.

No Education Benefits For Reserve Training

GI Bill educational benefits may not be earned by Reservists during periods of active duty for training purposes, the Veterans Administration has announced.

The Navy (Civil Readjustment Section) had requested an opinion of the VA in answer to two questions: Are Naval Reserve personnel, presently entitled to educational benefits under the GI Bill, entitled to additional benefits by reason of being recalled to active duty for 15-day training duty periods? Are Naval Reserve personnel, not presently entitled to benefits under the GI Bill, entitled to count 15-day training duty periods taken prior to the end of World War II to qualify for such benefits?

The decision was as follows: 15-day training duty periods for Naval Reserve personnel do not constitute active duty for purposes of entitlement to increased educational benefits under the Servicemen's Readjustment Act of 1944, as amended, nor may such training duty periods be counted toward meeting the qualifying period for such benefits under the Act.

The decision commented that a different conclusion would be required if the call to duty were for an indefinite period and the veteran served 30 days or more, since under these circumstances it could not normally be considered to be training duty only.

Parents Must Approve Minors Joining MarCorps

All men under 21 years of age who wish to enlist, reenlist or extend their enlistments in the regular MarCorps must obtain the written consent of their parents or guardian, Almar 22-47 announced.

The new regulation was effective 1 April, pending a change in the MarCorps Manual. Form NavMC 523-PD will be used, the Almar said.

Navy and MarCorps Consider Recruiting Goals to Meet Expected Personnel Turnover

The end of Selective Service has thrown the Navy and the Marine Corps into the open market for personnel, but caused little consternation in either service. In fact, the Marine Corps has not obtained any personnel from the draft since November of 1945; the Navy has accepted no inductees since June of 1946.

Both Navy and MarCorps find themselves facing a similar problem, however—a heavy concentration of expirations of enlistment during coming months—and both have considered tentative recruiting goals to meet the expected personnel turnover.

Vice Admiral William M. Fechteler, DCNO (Personnel), said about 232,000 regular Navy enlistments will expire during the fiscal year 1948. Considering the number of reenlistments it may expect, and the rates of personnel attrition, the Navy has figured it will need to recruit about 13,000 men per month to fill the gap during the fiscal year.

Though naval and marine strength is fixed at the maximum by Public Law 347, 79th Congress, at 500,000 naval enlisted men and 100,000 marines (20 per cent of Navy strength), the budget also operates to establish personnel ceilings.

Because the budget still is under consideration, the Navy does not know exactly how many men it will have during fiscal 1948, although it currently is planning on an average enlisted personnel strength of about 425,000 during the fiscal year, Admiral Fechteler said. But since the exact strength is uncertain, a projected campaign to recruit the necessary 13,000 enlistees per month has been deferred until this summer.

About 40,000 marine enlistments will expire during, roughly, the calendar year 1948, and the corps believes it will have to recruit at a rate of about 2,500 per month to keep the ranks filled. Since marine recruiting is currently running at about 2,000 per month, it is felt this poses little problem.

Meantime, BuPers Circ. Ltr. 56-47 (NDB, 31 March) distributed some advice on postwar personnel allowances. It pointed out that current personnel allowances match allocations in the Fiscal 1947 Operating Force Plan, which plan is based on an overall strength of 52,000 officers and 437,000 enlisted men. The letter noted that fiscal 1948's personnel strength is not yet established, and that the number of personnel now available for distribution, and expected to be available in the future, is less than the strength upon which the 1947 plan is based. Therefore, effective personnel allowances, as a whole, are in excess of personnel available for distribution.

In view of this, COs were advised that the currently effective personnel allowances in all probability cannot be filled as to rank, rate or numbers. At such time as the fiscal 1948 naval strength is determined and an operating force plan based on it is developed, BuPers will take steps to issue new personnel allowances based on the Fiscal 1948 Operating Force Plan.

As the Selective Service Act expired, it was recalled that the Navy had received a total of 1,549,285 men through Selective Service, of which 13,934 were USN(SV), 1,345,986 were USNR(SV), and 189,365 were USN(I). As of 1 March, there were only 50 USN(I) still in the Navy.

New terms of service for enlistments and reenlistments were established by Alnav 85-47 (NDB, 31 March). It provided that men reenlisting in USN within three months after date of discharge from USN may reenlist for 3, 4 or 6 years at the option of the applicant, except that applicants 17 years of age will be reenlisted for 3 years or for minority only. All others—including men discharged from USNR or USN(I) who apply for enlistment or reenlistment in USN within three months from date of discharge after active service in World War II, regardless of prior USN service; ex-members of other branches of the armed forces; and personnel who have had no previous military, naval or Coast Guard service (recruits)—may be enlisted or reenlisted only for 4 or 6 years, at option of the applicant, except that applicants 17 years of age will be enlisted or reenlisted for minority only.

BuPers pointed out that end of the draft law will benefit young men 19 through 29 years old, who previously have not been eligible to join the new Naval Reserve because they were subject to induction.

Carbine, Rifle Prescribed In Firing for Extra Pay

The carbine and rifle have been prescribed for use of MarCorps personnel at all posts and stations in qualification and requalification firing for extra compensation, Almar 33-47 announced.

Effective 1 April, the carbine was designated as the weapon for men in the first three pay grades, and the rifle for those in the 4th, 5th, 6th and 7th pay grades.

Fleet Marine Force units and those ship detachments having tables of organization in which weapons are prescribed are not affected by the Almar. Also unaffected is extra compensation being paid to men at posts and stations for qualification before 1 April with weapons other than carbine and rifle.

Four-Man Board to Study Facilities for Possible Use by All 3 Services

SecNav James Forrestal has appointed a four-man board to study naval facilities susceptible of common utilization by the Army, Navy and Army Air Forces.

The board, headed by Admiral Frederick J. Horne, USN, Special Assistant to CNO, is directed to conduct a full and complete investigation of Naval facilities which may be commonly used by the three services with a view to obtaining increased economy and effectiveness.

Other members of the board are Vice Admiral Aubrey W. Fitch, USN, Vice Admiral Edward L. Cochrane, USN, and Rear Admiral Russell S. Berkey, USN.

Although the board's scope is not limited, Secretary Forrestal particularly authorized it to direct that studies be made in the following fields: harbor and port facilities at New York, San Francisco, Seattle and New Orleans; communications, medical facilities, transportation, service facilities, such as laundries, commissaries and bakeries, post exchange stores and ships' service stores, recruiting, supply depots, supply centers, cost inspection, material inspection and audit and accounting.

The Navy board will be charged with the responsibility of coordinating the Navy program with similar studies being initiated by the Army and the Army Air Forces. The Navy board also will review all reports by naval activities and will, from time to time, make recommendations to Secretary Forrestal as to appropriate action.

Reservists May Train In Adjacent Districts

If it is more convenient for a Naval Reservist to join a Naval Reserve unit in an adjacent naval district rather than his home naval district, he may do so if such action has the sanction of the naval district commandants concerned.

District commandants were granted authority by NRMAL 8-47 to effect transfers of this type, but the over-all district rating group and officer classification quotas were not changed by the directive.

Woman Veteran Gets $90 For Dependent Minor

If a woman veteran has a minor child dependent upon her, she may be entitled to the increased subsistence allowance of $90 while training under Public Law 346, 79th Congress, the GI Bill of Rights, even though her husband also is training under this law and is receiving increased subsistence by virtue of his wife's dependency upon him. This was announced by the Veterans Administration.

Hoover Named to Board; Barbey Relieves Munroe As Commandant 10th ND

Flag rank orders last month were as follows:

Admiral Frederick J. Horne, USN (ret), has been relieved by Vice Admiral John H. Hoover, USN, as senior naval member of the Army-Navy Petroleum Board. Admiral Horne was ordered to Com 11 for temporary duty, and to be relieved of all duties about 1 May. Vice Admiral Hoover already was serving as president of the Naval Examining Board and the Naval Retiring Board, and assumes his new assignment as additional duty.

Vice Admiral William R. Munroe, USN, has been ordered detached as Com 10 and to CNO for temporary duty and further assignment; Vice Admiral Daniel E. Barbey has been ordered detached from special duty under CNO and to duty as Com 10.

Rear Admiral Grover C. Klein, USN, has been detached as Commander, Naval Shipyard, Mare Island, and ordered to duty as Assistant Chief of BuShips for Naval Shipyards. Rear Admiral Klein was relieved by Capt. Wallace R. Dowd, USN.

Rear Admiral John Wilkes, USN, has been ordered detached as ComSubLant and to duty under CNO as member of the Joint Strategic Survey Committee, Joint Chiefs of Staff; Rear Admiral James Fife, Jr., USN, has been ordered detached as a member of the committee and to duty as ComSubLant.

Rear Admiral Robert W. Hayler, USN, has been detached as a member of the General Board, but continues as senior member of the Board of Decorations and Medals.

Rear Admiral Norborne L. Rawlings, USN, has been ordered detached as Assistant Chief of BuShips for Naval Shipyards and to duty in the Material Division, Office of AsSecNav.

Rear Admiral Francis C. Denebrink, USN, has been ordered detached as ComSerRon 3 and to duty as General Inspector for the Pacific Fleet. Rear Admiral Denebrink was to be relieved by Commodore Thomas J. Keliher, Jr., USN, who was ComServDiv 12.

Rear Admiral Alfred M. Pride, USN, has been ordered detached as ComCarDiv 4 and to duty in BuAer; Rear Admiral Ralph E. Jennings, USN, has been ordered to duty as ComCarDiv 4.

Rear Admiral Harold M. Martin, USN, has been ordered detached as ComFlairWing 2 and to duty as ComCarDiv 2.

Rear Admiral Charles Wellborn, Jr., USN, has assumed duty as Chief of Staff and Aide to CincPacFlt.

Rear Admiral Eliott H. Bryant, USN, has been ordered detached from duty as president, Panel of Board to Review Discharges and Dismissals, and to duty as ComCruDiv 2.

INCOMING PERSONNEL GET THE WORD

Men reporting aboard NAS, San Diego, are given a week's course of familiarization with the station, in which they have a chance to learn what the station does, the duties of its personnel and the services offered by the station to its personnel.

Response to the course has been enthusiastic, from both officers and men. Many agree it is thoroughly effective in acquainting them quickly with their new duty; some even maintain that after the week's course was finished they understood, for the first time, what a naval air station is all about.

NAS, San Diego, in turn, feels that the week spent in indoctrinating incoming personnel is far more efficient than would be a method which put men right to work during the first week and left their indoctrination to chance.

Both enlisted and officer programs devote five full days to familiarization, each day carefully programmed to cover the extensive territory required.

A sampling of the enlisted schedule follows:

• Monday—Lecture in station auditorium on naval history and tradition; talks on mission, tasks and objectives by Com 11, ComNAB and the CO of NAS; explanation of station organization, CMAA and MAA forces, station orders, uniforms, shore patrol; tour of commissary department; bag inspection, lecture on clothing and stowage, care of bunks, barracks regulations, lucky bag.

• Tuesday — Tour and lecture, safety department; orders and functions of security and civilian guard, demonstration by fire department; discussions by chaplain and educational officer.

• Wednesday—Discussions by transportation officer, OinC of boat division, boat house; lecture by legal and disbursing officers; discussion and tour of welfare and recreation facilities.

• Thursday — Ordnance lecture, safety precautions, qualification firing of .45 caliber pistol; station memoranda, bag inspection and preparation for captain's inspection.

• Friday—Lecture and tour, assembly and repair department; lecture and tour, medical department; meet the commanding officer and receive permanent assignment to NAS organization.

Familiarization of officers follows a similar pattern, with some emphasis on standing watches as OOD, command duty officer and supply watch stander. Officers also tour executive, operations, communications and public works departments, and observe various phases of administration of the air station.

And here is one seaman's comment, after his one-week course: ". . . I think indoctrination is a good thing. It has taught me how to stay out of trouble, to prevent fire, to prevent accident and where to spend my spare time. There were many questions on my mind the indoctrination answered, and some I hadn't even thought of were answered, too. I think this is a fine thing and would like to see it at any station I'm assigned to."

Rear Admiral Charles C. Hartman, USN, has been ordered detached as Assistant Chief of Staff, Personnel, ComServPac, and to duty as Assistant Chief of Naval Personnel (Operations).

Rear Admiral Heber H. McLean, USN, has been ordered detached as Marine Superintendent, Panama Canal, and to duty as ComBatDiv 1; Capt. P. G. Nichols, USN, has been ordered to relieve him.

Rear Admiral John A. Snackenberg, USN, has been ordered detached as Assistant Chief of BuOrd, and to duty with CNO.

Rear Admiral William L. Rees, USN, has been ordered to duty as Chief of Staff and Aide to ComNavWesPac.

Rear Admiral Ellery W. Stone, USNR, has been ordered detached from duty with the Italian Naval Branch, Allied Force Headquarters, Italy, and to temporary duty under CNO pending separation.

Commodore Ben H. Wyatt, USN, whose last permanent assignment was ComNOB, Kwajalein, is retiring.

Commodore Thomas E. Van Metre, USN, who was Assistant Naval Inspector General, is retiring.

Commodore William R. Ryan, SC, USN, has been ordered as Supply Officer in Command, NSD, Clearfield, Utah, the assignment terminating his temporary rank as commodore.

Commodore Earl C. B. Gould, USNR, has been ordered detached as Central Field Commissioner for Latin America, to be separated from the service.

New System on Reports To Fleet Records Office

A new procedure in submitting reports to Fleet Records Office, San Francisco, was outlined in BuPers Circ. Ltr. 53-47 (NDB, 31 March).

The letter directed that a change of address card be made out for each *gain* (officer and enlisted) and attached to the copy of the daily diary which is forwarded to the office. It was pointed out that these cards are to be made out by the receiving activity, and are in addition to those prescribed by paragraph 7 of BuPers Circ. Ltr. 239-45 (NDB, July-Dec 1945).

7,500 Enlisted Marines in Aviation Duty Get Transfer or Discharge Prior 30 June

Procedures for transfer to general duty or discharge prior 30 June of 7,500 enlisted men on duty in aviation have been outlined in a series of MarCorps directives.

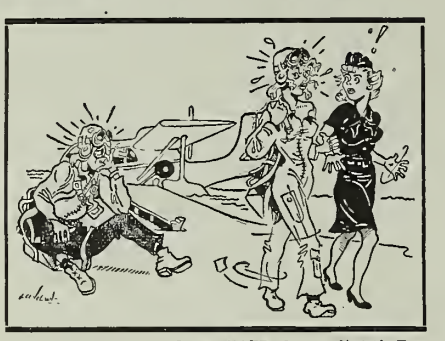
The reduction is being made to meet demands of budgetary limitations. Affected are those enlisted men serving under "duty with aviation units only" contracts which expire during the calendar year 1948.

The move was announced in Almar 29-47, and further information was given in several Almarcons and in Almar 35-47. This latter directive ordered COs to discharge or transfer for discharge all eligible applicants with dependents, and to forward all requests for change of contract and new duty station to MarCorps headquarters.

The procedures, as outlined by the various directives, are:

• Personnel affected could voluntarily apply for a change of contract to general duty, or for discharge at the convenience of the government.

• If sufficient applications were not received by 15 April, assignment of forced attrition quotas to major commands was planned to accomplish the required reduction.



Beam, NATB, Corpus Christi, Tex.

"There we were at 6,000 feet!"

• Transfer for discharge would be made only upon written request of the individual concerned, who must include in his request the following statement: He is being discharged upon his own request; once transferred for discharge, he will not be permitted to withdraw his request; discharge will be for the convenience of the government.

• Although they might be otherwise eligible, personnel in the following status were not to be discharged: In disciplinary or probationary status, requiring medical treatment or sick in a hospital, retained as witnesses in court-martial cases.

• COs were directed to forward to headquarters, with complete information, any request for discharge submitted under the authority which they might disapprove.

• Personnel discharged under the authority may reenlist, provided they do so for general duty. Those being discharged would be transferred to appropriate activities listed in Ltr. of Inst. 1375. These activities would grant terminal leave before discharge.

In regard to men in the aviation only duty category without dependents, Almar 35-47 stated that their priority for discharge would be by length of service. Quotas were assigned for men in this category, and commands were authorized to retain not more than 5 per cent of these quotas until 31 August to fill essential billets. All other discharges or transfers for discharge were to be effected in time for terminal leave to be completed by 1 July.

Meanwhile, Almar 28-47 announced that enlisted Reservists and USMC-SS men who have completed flight training would be given an opportunity to enlist in the regular corps.

The Almar would be used as authority for immediate discharge of Reservists and USMC-SS personnel in this category who did not elect to enlist in the regular corps. Sub-paragraph (I) of Almar 155-46 was modified accordingly.

Appreciation Expressed For Aid to Press, Radio

A message of appreciation for Navy assistance in coverage of the Antarctic expedition was written by the press and radio correspondents who accompanied Task Force 68. The message singled out the work of three enlisted correspondents, Jack Brewer, John Lee and Don Fischer (all S1ENC) for special mention. The message, as transmitted by CTF 68, follows:

"Combined radio and press correspondents aboard *Mount Olympus* have asked following message be relayed: Our thanks to all Navy correspondents for their superb assist in covering HIGHJUMP. It would have been impossible to handle story at all without you, but with your help it's been both easy and a pleasure. We are particularly grateful for willing cooperation in individual requests which furnished invaluable color material. We want to add our especial appreciation for Fischer's truly great coverage of the plane crash, for Brewer's fast work on oasis, and for Lee's descriptive of McMurdo Sound trip. We think and hope the stateside press will prove the best tribute to an all-around fine job. To all ships' commanders and personnel who fed, transported and otherwise aided or abetted our work with the expedition, we also voice our gratitude and best wishes."

Associate Memberships In Officers' Messes Offered Reserve Groups

Invitation to accept associate memberships in shore-side commissioned officers' messes (open) was extended by the Chief of Naval Personnel to Naval, Marine Corps and Coast Guard Reserve officers on inactive duty, and to members of the Fleet Reserve who held temporary commissioned rank during the war and who will, in due course, be placed on the retired list in the highest commissioned rank in which they served satisfactorily. The invitation was extended in BuPers Circ. Ltr. 46-47 (NDB, 15 March), which cancelled BuPers Circ. Ltr. 71-46 (NDB, 31 Mar 1946).

The letter advised that the number of officers which each mess can accommodate must, of necessity, be determined by the local commandant or commanding officer in whose area the mess is located. Circular letter 46-47 did not affect regulations regarding package sales of alcoholic beverages, which are stated in BuPers Circ. Ltr. 242-46 (NDB, 31 Oct 1946).

The new circular letter pointed out that under BuPers regulations for commissioned officers' messes ashore, the following categories of officers automatically are entitled to membership: officers of the Navy and the Marine Corps; Naval and Marine Corps Reserve officers on active duty.

Under regulations prescribed by commanding officers, membership in commissioned officers' messes (open) may be extended to the following categories of officers: retired officers of the Navy, Marine Corps and Coast Guard; Naval, Marine Corps and Coast Guard Reserve officers on the honorary retired list with pay; Naval, Marine Corps and Coast Guard officers on the retired list as a result of physical disability incurred in line of duty; officers of the Army on active duty and attached to or serving at or near the activity.

Navy Shows Progress in Plans for Possible War Operations of Future

The Navy has not been idle in planning for military operations which might have to be carried out in the event of another national emergency, reports Fleet Admiral Chester W. Nimitz, USN, CNO.

Speaking before the Senate Armed Services Committee on the Army-Navy unification bill, Admiral Nimitz declared that the nation's military leaders have made "substantial progress" in shaping up war plans.

In his endorsement of the unification bill, Admiral Nimitz stated that while war plans would be expedited under the bill, "it should not be inferred that the responsible officials of the War and Navy Departments are not discharging

their responsibilities in this connection at the present time."

Admiral Nimitz said that the Joint Chiefs of Staff since VJ-Day had completed "an interim U.S. military policy and an interim strategic concept and plan for the employment of U.S. armed forces." Included in this planning were the following:

Repeated review of our military base requirements for defense of the U.S., assigned to various commanders of specific responsibilities; development of plans for contingent operations in various parts of the world, based upon different considerations which might conceivably develop; approval of procedures for preparation of an industrial mobilization plan; development of joint Army-Navy plans for defense of such areas as Alaska and the Marianas; and adoption of a new long-range basic security scheme for Canada and the U.S.

Revised List of Naval Records Centers Given

Revised locations of Naval Records Management Centers, and the activities from which they will receive disposed records, were listed in BuPers Circ. Ltr. 51-47 (NDB, 31 March).

The centers, and the activities they serve, are as follows:

- Naval Records Management Center, 605 Stewart Ave., Garden City, Long Island, N. Y.—Records of activities in 1st, 3rd and 4th naval districts, Severn and Potomac River Naval Commands, Atlantic Ocean Areas and European Areas. In addition, grade cards of all officer and enlisted training schools, wherever situated.
- Naval Records Management Center, Naval Station, New Orleans (Algiers), La.—Records of activities in 5th through 10th naval districts, 15th naval district, and Gulf and Caribbean Ocean Areas.
- Naval Records Management Center, San Bruno, Calif.—Records of activities in 11th through 14th naval districts, 17th naval district and Pacific Ocean Areas.
- Naval Records Management Center, Naval Supply Depot, Mechanicsburg, Pa.—Civilian personnel jackets of all activities, wherever situated.

The letter pointed out that containers for shipment of records may be obtained from the appropriate center upon request, and that advice and assistance also may be obtained from the centers or from the district records management officer. Since the centers at Philadelphia and Los Angeles are being disestablished, no further shipments of records will be made to them.

QUIZ ANSWERS

Answers to quiz on Page 21

1. A—Parachute man, B—Gun pointer, C—Master diver, D—Bombsight mechanic.
2. (b)
3. (c)
4. (c)
5. (a)

NO PROBLEM TOO TOUGH FOR DEVICE

Mathematics has been called the queen of the sciences, but the Navy thinks it might better be likened to the ace. And that is why the Navy and the National Bureau of Standards are planning a mathematics project which, it is hoped, will solve now-impregnable problems in scientific research. The project will be vested in the proposed National Applied Mathematics Laboratories (to be set up under the Bureau of Standards), and prime tools of the effort will be two or more revolutionary new devices, electronic digital computers.

A good approach to such explanation of the electronic digital computer as ALL HANDS is capable of making is a statement that no one who is not a master mathematician can really appreciate the thing. With a properly humble attitude, however, laymen may be interested to observe certain phenomena.

In the first place, it's a computing device which doesn't use wheels and cogs turning over and over, but which, as its name implies, does its sums by means of electronic circuits. And because it is not thus "mechanical," because it can operate conceivably at the high frequencies associated with, say, radar, it can do an incredible amount of work in a very short time.

For instance, the computers to be built within the next two years for the Bureau of Standards and the Navy are planned to be able to absorb 50,000 pairs of 10-digit numbers, multiply each pair, add the products of the multiplications, and come up with the right answer in just five minutes.

Or, for example, consider such an indigestible dish as the partial differential equation, a type which is apt to show up in explosives research. The electronic digital computer can handle a partial differential equation in a half-hour; the same equation requires 1,200 hours of effort by best present machine computation methods.

Perhaps you're designing a rocket motor, or a wing for a supersonic aircraft. If so, you'll have to decide what you're going to do about turbulence. Right away you run up against a non-linear partial differential equation, a knotty thing in which the only constant seems to be the mathematician's inability to solve it. But help is at hand. The electronic digital computer, because it can handle numbers so rapidly, offers to needy physicists for the first time a hope for solutions of problems expressed in such equations.

From these few examples you might infer considerable intricacy in a gadget performing such feats. A similar computer, the Army's ENIAC, first of its type and rather primitive in terms of what mathematicians plan for the future, employs 20,000 vacuum tubes.

The computer must be able to absorb rapidly large amounts of problem data and instructions on what to do with the data, distinguishing between data and instructions as it goes along. Current thought suggests the usefulness of a tape, such as a magnetic tape, for most rapid input of information. The machine must be able, while it is juggling digits, to remember what it has read on the tape, remember the results of each juggle, and select from its total memory such data as may be of use in solution of the problem.

That's just a layman's sample of what an electronic digital computer must do. Perhaps another useful view of the machine's capabilities may be obtained by a quick glance at the list of projects the Navy and the Bureau of Standards plan to lay before the National Applied Mathematics Laboratories when their facilities begin operating; such projects as:

A number of studies in the field of pure mathematics and its relation to automatic digital computing machines (studies like "development of programs for automatic quadrature of parametric integrals for a number of values of the parameters. . ."; that's enough to state the idea); research in the field of statistics, of great interest to science and business; assistance and advice to federal agencies, schools and industry in the use and possibilities of high-speed computers; studies in design and operation of the machines themselves, including an investigation of the possibilities of teaching an electronic digital computer to play a highly precise brand of chess (which, it seems, is important as a model problem for explaining and predicting economic behavior); development of useful tables, including tables of altitude and azimuth for selected groups of stars, tables of differences between course computed from the great circle formula and the rhumb line formula, loran tables; computations for use in weather forecasting.

The Navy's great interest in the electronic digital computers, and in the proposed laboratories, comes from a firm belief that such a frontal assault in the field of mathematics will break down many barriers to research. And since the Navy finds itself so deeply founded in research —because tomorrow's ships and aircraft will result from today's scientific effort—the Navy is vitally interested that there shall be no unnecessary barriers in the way of scientific progress.

Three Years Active Duty Entitles Navy Personnel and Veterans to Naturalization

Naturalization procedures for members of the naval service and veterans are outlined in a change to BuPers Manual, Art. D-10201, which has been approved by SecNav.

A member of the naval service may be naturalized if at any time he has served honorably on active duty in the Army, Navy, MarCorps or Coast Guard for three years, or an aggregate of three years. The following provisions are applicable to a person in this category if he files a petition for naturalization while still in the service:

- It is not required that the individual shall have resided in the U. S. for any specified period of time preceding the date of filing of the petition for naturalization.
- It is not required that the individual shall have resided in the state in which the petition for naturalization is filed for any specified period of time prior to filing of the petition for naturalization.
- No declaration of intention is required.
- No certificate of arrival in the U. S. is required.
- Naturalization may be effected immediately if, before filing the petition for naturalization, the petitioner and at least two verifying witnesses to the petition, who shall be citizens of the U. S. and who shall identify petitioner as the person who rendered the service upon which the petition is based, have appeared before and been examined by a representative of the Immigration and Naturalization Service; provided that the Army or Navy, or other executive department having custody of the record of service of the petitioner, has furnished a duly authenticated statement of service from such record before the examination is held.

These provisions will apply also to veterans who have served honorably on active duty in the Army, Navy, MarCorps or Coast Guard for a period of three years, or aggregate of three years. However, the petition for naturalization must be filed within six months after termination of service, and separation from service must have been under honorable conditions.

Necessary application forms may be obtained from the nearest district director of the Immigration and Naturalization Service. Upon completion, the form may be returned to that officer. The applicant will be informed when and where he should appear with witnesses to file a formal petition for naturalization. To find the location of the nearest district director, write to the Commissioner of Immigration and Naturalization, 1500 Chestnut St., Philadelphia 2, Pa. The letter should give the place at which the applicant wishes to file his petition.

The naturalization revision will be included in Changes No. 12 to BuPers Manual.

Wars Are Not Inevitable, Nimitz Tells CYO Group

The belief that wars are not inevitable, and that the United Nations offers the world the best chance it has ever had to avoid them, was expressed by Fleet Admiral Chester W. Nimitz, CNO, in a speech before the Catholic Youth Organization of the New York Archdiocese.

The CYO presented its 1946 Club of Champions award to Admiral Nimitz for outstanding service to youth during the year.

The Admiral implied that permanent peace could be achieved through the education of youth in worldwide cooperation and understanding, and said that the ever-increasing abilities of youth made possible great contributions to civilization if the new generation's indoctrination were correct.

"Because I am a naval officer," he said, "my knowledge of young Americans has been gained largely through contact with those who entered the naval service. . . . It has given me great satisfaction to observe how the mental, moral and physical standards of this group have increased . . . so much so, in fact, that it has been possible to raise the requirements for adions."

Navy Pledges Support To Air Power Program

"Peace through air power" is the aim of a nation-wide program of the American Legion, to which the Navy has pledged its support.

The Legion has planned a six-point program to promote U. S. air power, stressing intensive aeronautical research, industrial preparedness, a healthy air transportation, alert aircraft industry, intelligent public airmindedness and strong air forces.



The Navy's part of the program will be carried out by district public information officers, and PIOs of all naval establishments, including naval air training units.

Although the Legion will employ various forms of public relations in presenting its program to the public, it will concentrate on public education forums and small conferences.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 58—Thirtieth in a series listing officers selected for transfer to USN.

No. 59—Extends commemorative purposes of China Service Medal to include service after World War II (see p. 49).

No. 60—Reports Comptroller General decision that enlisted personnel are not entitled to pay or allowances during periods of excess leave (see p. 49).

No. 61—Reports Commissioner of Internal Revenue considers pay for training duty as active service pay (see p. 50).

No. 62—Second in a series listing Reserve officers whom it is BuPers' present intent to continue on active duty in fiscal 1948 (see p. 52).

No. 63—Third in series (see No. 62).

No. 64—Fourth in series (see No. 62).

No. 65—Fifth in series (see No. 62).

No. 66—Sixth in series (see No. 62).

No. 67—Seventh in series (see No. 62).

No. 68—Eighth in series (see No. 62).

No. 69—Withdraws delegated authority to award Commendation Ribbon from all except CincPacFlt, CincLantFlt and ComNavEastLant (see p. 40).

No. 70—Thirty-first in a series listing officers selected for transfer to USN.

No. 71—Ninth in series (see No. 62).

No. 72—Tenth in series (see No. 62).

No. 73—Eleventh in series (see No. 62).

No. 74—Revises part of Alnav 588-46 pertaining to retention of temporary officers on active duty in fiscal 1948 (see p. 53).

No. 75—Twelfth in series (see No. 62).

No. 76—Thirteenth in series (see No. 62).

No. 77—Fourteenth in series (see No. 62).

No. 78—Fifteenth and last in series (see No. 62).

No. 79—Provides for discharge of Reserve officers not retained during fiscal 1948 (see p. 53).

No. 80—Cancels Alnav 30-47; requires survey, destruction certain medical supplies.

No. 81—Revises para. 4, Art. D-7032 BuPers Manual, regarding enlisted travel (see p. 51).

No. 82—Notes new address of East

Coast Naval Publications Distribution Center is Bldg. 101, NSD, Naval Station, Norfolk 11, Va.

No. 83—Provides instructions regarding petroleum stores accounting.

No. 84—Announced exams for FCT training candidates in April.

No. 85—Establishes new terms of enlistment and reenlistment in USN; cancels Navact 65-46 (see p. 58).

No. 86—Directs resignations of MarCorps officers, who are Naval Academy or MarCorps Basic School graduates, will not be accepted while such officers serving in their first two years of commissioned service (with certain exceptions) (see p. 51).

No. 87—Directs compliance with Alnav 9-47.

No. 88—Thirty-second in a series listing officers selected for transfer to USN.

No. 89—Provides instructions with regard to leave in the Philippines.

No. 90—Provides instructions re Illinois State veterans bonus.

No. 91—Thirty-third in a series listing officers selected for transfer to USN.

No. 92—Announces certain MarCorps promotions.

No. 93—Provides instructions re civilian personnel administration.

No. 94—Provides further explanation of Alnav 79-47.

NavActs

No. 9—Requests officer applications for photographic interpretation courses convening recurrently (see p. 53).

No. 10—Cancels orders to duty involving flying as naval aviation observers, naval aviation observers (radar) and naval aviation observers (navigation) (see p. 56).

No. 11—Announces cotton undershirts still in short supply (see p. 49).

Reserve Officers Form Electronic Association

An Association of Electronic Reserve Officers has been formed, representing former Navy and Marine Corps specialists in use of radar in air safety and traffic control. Local groups already have formed in many U. S. cities, and the organization has established national headquarters at 90 Broad St. (room 2305), New York City.

In a statement announcing election of its board of governors, the group said: "AERO is composed of former officers anxious to keep alive their interest and knowledge in a field out of whose growth inevitably will come important safety advances in military and civil transportation."

Report of Compliance Procedure Discontinued

Officers no longer need submit Report of Compliance with Orders (NavPers 323), it was announced in BuPers Circ. Ltr. 44-47 (NDB, 15 March).

Instead, upon reporting for duty in compliance with their basic orders (or their basic orders as modified), officers will forward immediately to BuPers a copy of their orders complete with all endorsements, including the final reporting endorsement.

The letter directed that activities originating officers' orders forward to BuPers a copy of each set in the following categories:

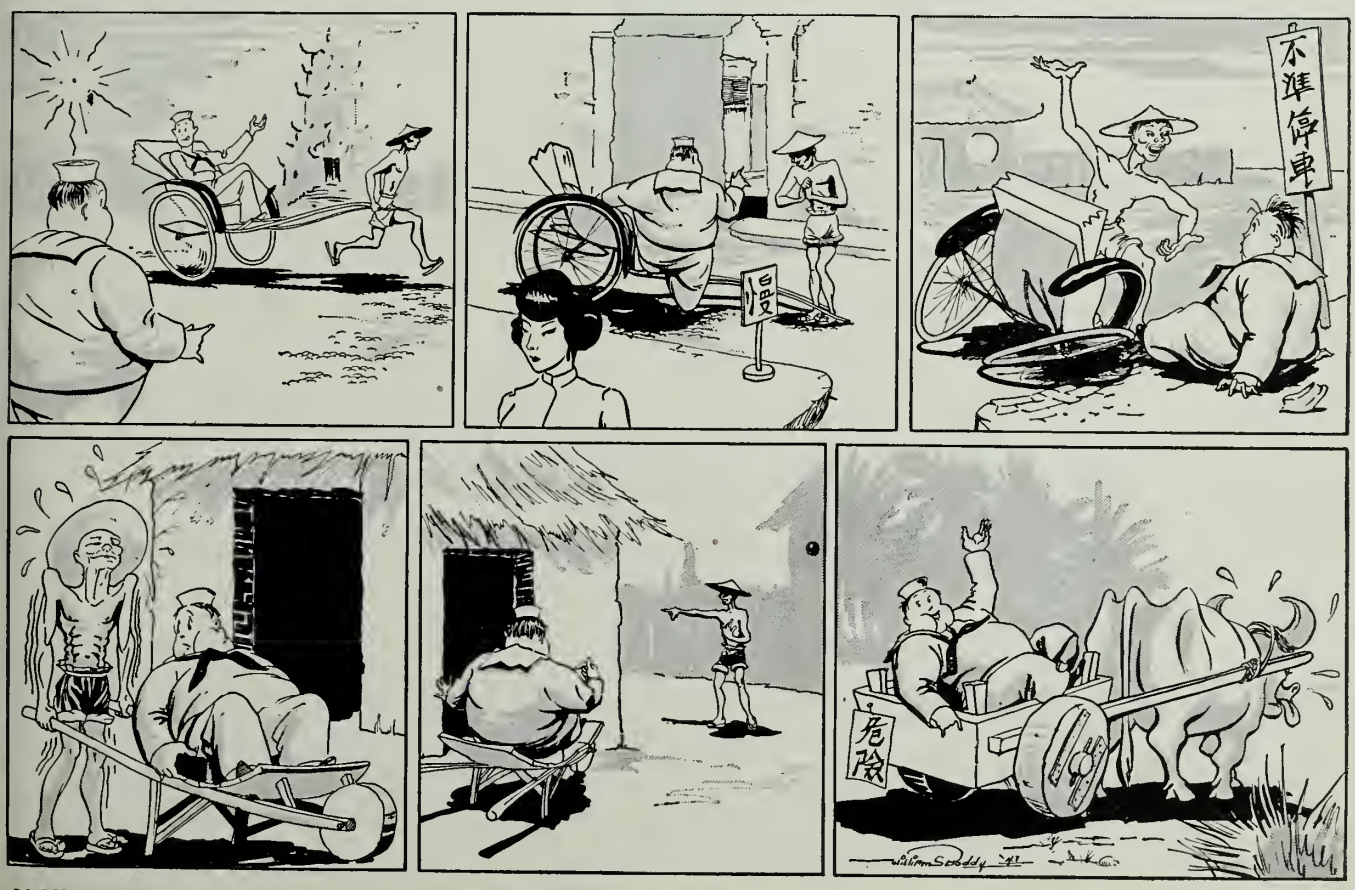
- Permanent change of duty.
- Temporary duty.
- Temporary additional duty.
- Transfers to or from treatment in Medical Department activities.

In addition, it was directed that the bureau be provided immediately with a copy of any endorsement which in any way modifies these types of officers' orders. However, endorsing activities will not forward copies of basic orders, or copies of endorsements which do not modify these orders.

Staff corps officers and nurses will forward an additional complete set of orders to the cognizant bureau.

BROADBEAM

STEAK WAGON



FANTAIL FORUM

QUESTION: Do you think ex-Waves would make good wives?

(Interviews were conducted at Headquarters, 14th Naval District, Pearl Harbor, T.H.)



Robert E. DeMott, S1, Queens, N.Y.: Sure an ex-Wave would make a good wife. She would understand the every-day problems of her husband, which would make for better home life. She would know and understand his work.



Raymond Walizer, Jr., S1, Salona, Pa.: Waves have certainly proved themselves qualified for the life most sailors lead. By that I mean a lot of hard traveling. If I stay in the Navy I think I'd want an ex-Wave for a wife.



Walter Rozdilsky, S1, Linden, N. J.: An ex-Wave would make an excellent wife. Navy service taught them discipline and restraint. I intend to be boss in my family and I think an ex-Wave would recognize my authority.



Halden W. Hooper, S2, Waverly, Tenn.: An ex-Wave would be just as good a wife as any other girl—maybe more so for a sailor. They would have a lot in common. Sharing Navy experiences would make them more companionable.



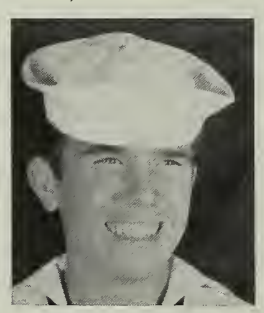
Bill Lenhart, S2, Youngstown, Ohio: I don't think an ex-Wave would make a good wife because after living the footloose, fancy-free life they did in the Navy it would be hard to get one of them to settle down, like I want to.



Rogers S. Miller, S1, Springhill, Pa.: For a combat man susceptible to the depressions so often felt by battle veterans, an ex-Wave would make an excellent wife because she was in the service and would understand him.



Jess Zaerr, Jr., S2, Joplin, Mo.: I wouldn't want just any ex-Wave for a wife. Some of them did not benefit from the authority they had in the service. Most of them were pretty fine girls though and would make good wives.



Harry R. Whaley, Y3, Redlands, Calif.: Any woman who lived on the salary paid Navy personnel would make a good wife. She wouldn't spend foolishly the small salary her man makes. She wouldn't all the time heckle him.



Ray B. Smith, S1, Perry, Ill.: I haven't thought much about it but as I intend to make the Navy my career I don't think I'd like to live in an atmosphere that was strictly Navy. I get enough of that atmosphere during working hours.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because introactivity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT: A bit of shopping in the old city of Peiping, China, is done by A. H. Dietmeyer, S1, of Waukegan, Ill. The coat he is trying on is 300 years old and was once worn by one of the royal families in the Forbidden City in the center of Peiping.**



ROYAL ROBE

$3200 IN THE BANK!

WELL, NOT EXACTLY...

BUT THAT'S WHAT I FIGURE MY TWO YEARS' SERVICE IS WORTH IF I SHIP OVER NOW



FIGURE IT THIS WAY:

$134.23 is the amount you'd have to invest every month to retire after 20 years on $107.25 a month for life (and that's just what you can get when you go into the Fleet Reserve after 20 years). So just multiply your months of Navy service by $134.23 and that's the amount you've salted away so far.

A GOOD REASON FOR SHIPPING OVER

V7-2 P:364

Jun20'47

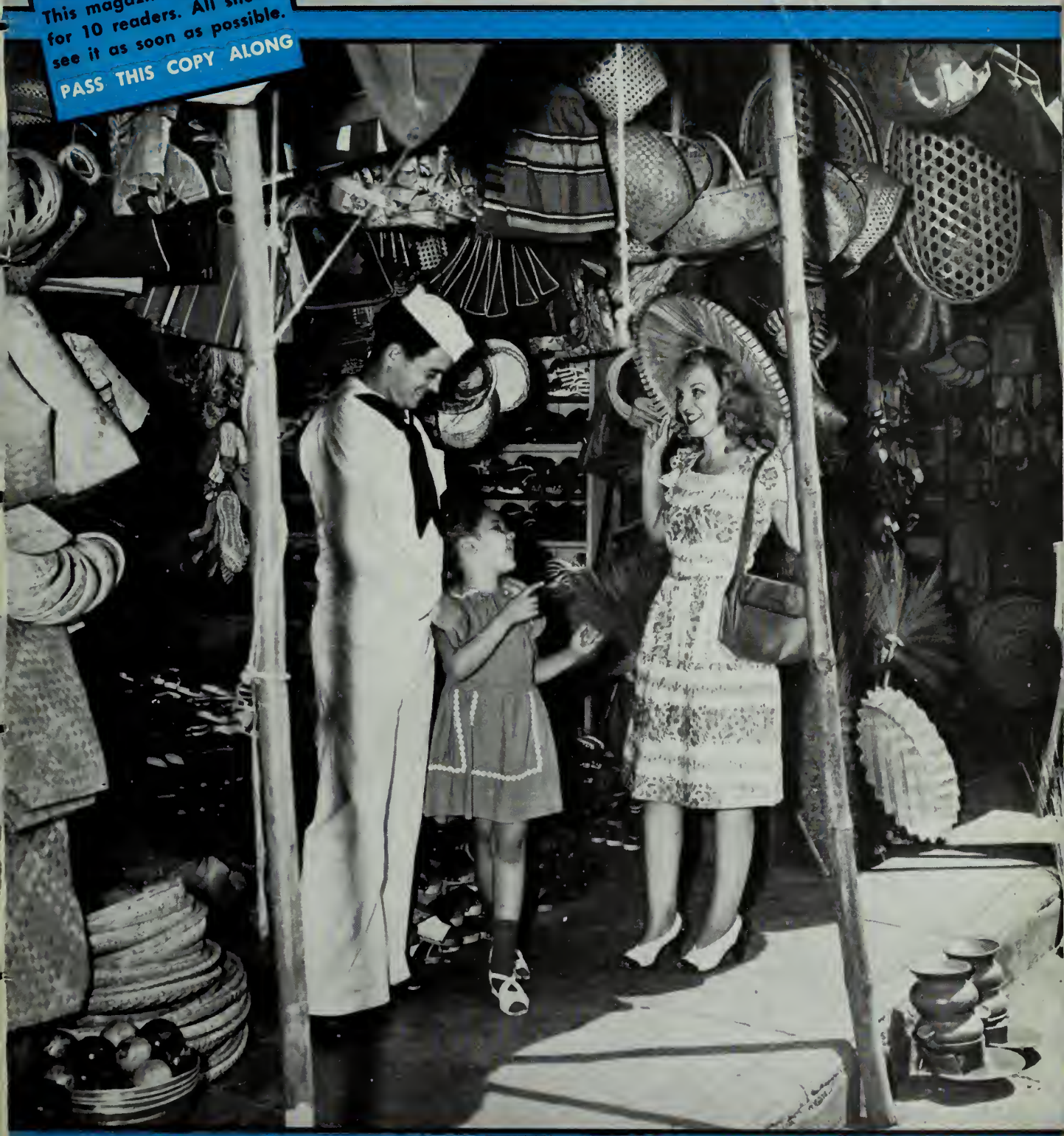
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JUNE 1947

This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG




NO OUTSIDE SWIMMING
NO NUDE SWIMMING



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1947 NAVPERS-O NUMBER 364

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
New Navy for Boots	2
A Polar Victory for Men, Ships	8
Dedicated to Humanity	10
Navy's Supermarket	14
Reservist Ships	19
They Make The Ships Go	22
The Navy Lends a Hand	25
'Like Father Like Son'	26
Letters to the Editor	29
Today's Navy	32
All-Navy Sports Roundup	36
Decorations and Citations	38
Books: Living Sea, History and Battle Reports	47
The Word and Legislative Roundup	48
Bulletin Board	50
Deadline for Change in Rate	50
Rhodes Scholarship Requests	51
Bikini Ships Studied	52
'Unparalleled, Unmatched Navy'	53
New Rating Structure	54
Fleet Marine Forces Reorganized	56
Alnavs, NavActs in Brief	63
Broadbeam	63
Fantail Forum	64

• FRONT COVER: Keith D. Sullenger, RM1, and daughter Kathleen find women's hats as amusing in Manila as anywhere else. Mrs. Sullenger is trying on a native salokot. The Sullengers are from Utah and are among the increasing numbers of Navy families making themselves at home in the Philippines.

• AT LEFT: Two marine pilots try some fancy dives at the modern swimming hole blasted from the coral reefs at Emirau Island in the Pacific.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated.





BOOT CAMP still displays familiar sights
wearing of uniform—but very big change

NEW NAVY

FIRST impressions can be lasting and, the Navy believes, vitally important.

Accordingly, top planners in recruit training are now taking steps to insure that a "boot's" first glimpse of the Navy is one worthy of following him throughout his naval career.

This involves the adoption of a new concept of recruit training. The old boot camp won't be what it used to be. Not that the familiar atmosphere isn't being retained. You'll still see recruits in leggings wandering about hopelessly in a futile effort at military drill —and a few weeks later stepping out smartly with the swinging rhythm that bespeaks many hours of hard work. Reveille still will sound at 0530, inspections still will be plenty tough, recruits still will huff and puff through physical fitness tests, scrub clothes, get short haircuts and perform tasks so well remembered by each sailor who has passed through boot training.

These, however, are merely surface appearances, part of a sound framework of training tested by peacetime and war. Changes will go deeper, involving the fundamental concept of recruit training. They stem from a new concept which strives to develop in the naval newcomer pride in both himself and the Navy.

Lodged deep in the nostalgic memory of every sailor is the life he experienced at boot camp. Conversation on the fantail, the fo'c'sle and in the mess hall invariably swings from sea stories to "how things were in boot camp."

There'll be new talk in the future. Recruit training is moving along with the changes brought to the Navy by the advent of peace. Even if the old place isn't to be what it used to be, the change definitely is for the better.

Part of the change is due to the difference in the mission of boot training in time of war and peace. During the war, the first consideration was getting to the waiting Fleet large numbers of recruits, adequately trained so that they could fill billets quickly.

Not so in peacetime. The primary mission of recruit training in time of peace is to effect for the individual a smooth transition from civilian to military life. The new concept makes its entrance here.

The postwar recruit is young, usually 17 or 18 years of age, perhaps 10 years younger on the average than his wartime counterpart. Because of his youth, he is very impressionable. In many instances, the Navy must take the responsibility of doing for him what the home, school and civilian society have failed to do: develop ambition, self-confidence and pride in self.

The new plan aims at turning out a man who, upon graduation from boot camp, has pride and belief in himself, and in the Navy of which he is a part.

Recruit training will now call for promotion of self-discipline, of maintenance of the dignity of the individual, of education in good manners, conduct and morals, together with renewed emphasis on educational opportunities available to the Navy man.

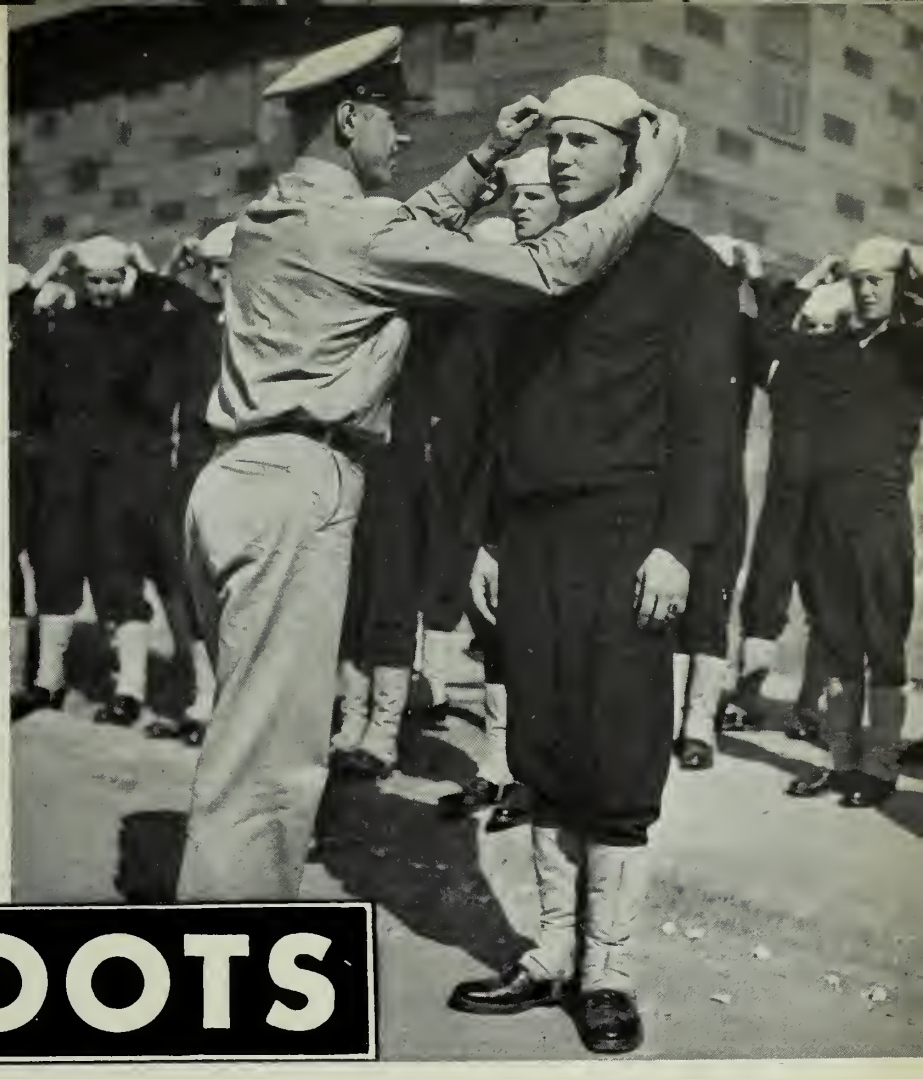
Specifically, the approach will be made by giving the recruit information about himself, his status in and importance to the Navy, his rights—and duties—as an enlisted man, a citizen and a member of society. Hours will be devoted to talks and discussions on the various aspects of citizenship and the privileges and responsibilities associated with it.

An important phase of the new program involves giving the recruit information and indoctrination in the principles and fundamental workings of democracy and his place in a democratic society.

The new concept embraces a greater recognition of the recruit as an individual, in line with a fundamental tenet of democracy—belief in, and respect for, the dignity of an indi-



—rifle qualification, military drill, correct has occurred in the concept of training.



FOR BOOTS

vidual. Planners of training feel that all who come in contact with the recruit must be conscious of this approach.

This doesn't mean pampering or "mollycoddling." The boot still will work hard and long, and he must adhere strictly to a high standard of conduct and military bearing. But those who deal with him will treat him more as an individual, will respect his rights, will manifest an interest in his growth in the Navy, and will mete out necessary punishment on a strictly impersonal basis.

The recruit is not told merely "what" to do. He is given the "why" behind the order. It is felt that knowledge of the reason behind it all will do much to promote cheerful, willing obedience to commands. As an example, if a recruit realizes that military drill is necessary in the Navy to train one to respond quickly to orders and to coordinate himself with his shipmates, he will better accept the long hours spent in drill. This is especially true if he knows that his quick response and coordination may some day save his ship in an emergency.

By indoctrinating the recruit thoroughly in the Navy's program of training, advancement and opportunities for education, it is hoped that ambition will be stirred within the individual. The same thought is behind the teaching of good manners and right moral conduct. It is believed that the boisterousness shown by many enlisted men on liberty is caused by the fact that they just don't know how to conduct themselves. Advocates of the new plan firmly believe that if a person knows good manners, he will practice them.

Teaching table manners, how to ask a girl for a dance, and the many other points which make up proper etiquette may seem a far cry from making a sailor out of a civilian. The new program, however, considers these to be just as important. Perhaps more so, since this is an important factor in developing pride in self. And it is felt that if a sailor hasn't pride in himself, he cannot have the proper pride in the service of which he is a part.

History, customs and traditions of the Navy will come in for a substantial portion of study time. Extensive use will be made of the new publication, *Your Navy* (see ALL HANDS, May 1947, p. 39). The origin and significance of customs and courtesies of the Navy, why they are important, and why they should be observed will be taught also. However, nothing will be taught without the all-important "why" factor.

A positive approach has been devised to the teaching of naval discipline. In outlining the standard of conduct expected of each man, actual case histories will be used to show the value of a clear record, both in the Navy and later in civilian life. It has been found that too many enlisted men feel that naval discipline is something apart, something which has no counterpart in civilian life. The new concept proposes to show the similarities which actually exist between discipline in civil life and that in the Navy, between the limitations placed on a person by the laws of society and those placed on a sailor by the laws which govern the Navy.

In this connection, an important study is that which reveals how men become involved in serious offenses when it was not their intention to get into trouble. The idea is to point out to the recruit a point at which he must say to himself, "Now wait a minute; I'd better not do that!" In other words, an attempt will be made to develop discerning judgment, and along with this, to point out the place where a man who finds himself involved in difficulties should not hesitate to go to his officers for counsel and assistance.

The crux of the new plan lies in surrounding the young boot with officers and men who maintain a high standard of conduct and who are enthusiastic about the Navy. This is





RECRUIT HAIRCUT, famous the world over for speed and thoroughness, leaves young boot with dismayed look (left), but it'll save time during busy training period. That last sit-up is squeezed out (right) during the first physical fitness tests given.

important because the entire structure would be endangered through a careless word or deed on the part of an instructor or other person in charge of recruits.

Since the results of the program will be no better than the men who implement it, thorough indoctrination of those who will lead the recruits is essential. They must be fully aware of the attitude they are expected to manifest toward recruits, must know the overall objectives of training, the approaches used, and must conform to them rigidly. Finally, they must have a full realization of their responsibility in molding men for future usefulness in the Navy.

The Recruit Training Commands are performing one of the most important functions in the naval service —providing the foundation for a life in the Navy. They start the naval newcomer on the training road which he will follow as long as he is in uniform. Here is put into operation the process of conversion from civilian to self-reliant and valuable Navy man. This process continues until he departs the center, prepared to pull his share of the load on board ship or at whatever station he may draw. In the interval, the young boot is exposed to many new experiences and ways of living. Some of these he finds pleasant, others not so pleasant, but all of them contribute to his transformation from a youth with perhaps few responsibilities to a purposeful individual, prepared to meet the future with a feeling of assurance and pride in himself and the uniform he wears.



NEW WARDROBE is given recruits in issue room of receiving unit, following physical examination. Mattress covers are handy for carrying the bag issue.

There has, of course, been a great drop in the number of recruits passing through the training centers. At Great Lakes, for instance, there was a drop in recent months from the wartime peak of 60,000 to a mere 2,000. Thus, Bainbridge will be disestablished on 30 June and recruit training consolidated at Great Lakes and San Diego.

This consolidation of training, together with the increase in recruiting to provide replacements for the thousands of men whose enlistments expire in the next year (see ALL HANDS, May 1947, p. 58), will keep wheels turning at a lively clip at the centers. Wartime barracks again will be the scene of training activity—this time for the peacetime Navy.

Since the duties required of a seaman today differ in a marked degree from those in wartime, an appreciable shift has been made at the centers in emphasizing recruit training—in line with the new concept of training. When a man left boot camp during the war, his future was somewhat hazy. A few months might have found him in service school. Then again, he might be in battle, loading a 40 mm. The wartime emphasis, then, was to prepare a recruit for anything he might experience — as quickly as possible. Since he had to be able to take his proper place soon after reporting aboard, many of the duties which can be learned better on shipboard were taught him on dry land.

Planners of recruit training long have recognized the fact that a sailor is much more than one who swabs decks, loads guns or performs the other duties of his particular rating. He is a citizen of the U. S., a member of a democratic society, an individual with rights and responsibilities. Thus,

peace brings a change in the fundamental principle of recruit training. The emphasis is shifting from the particulars of the naval trade to basic indoctrination.

Men fresh from boot camp still will be green, but only in those subjects which can be learned to better advantage on board ship. Here's a specific example:

Much time was spent in wartime classrooms in ship and aircraft recognition, particularly of enemy craft—for an obvious reason. Today, the spirit of recognition is retained, but not to the degree made necessary by the war. The objective now is merely orientation in this field.

The fundamentals of training have changed, and so have the instructors. In wartime, a professional teacher may have been teaching seamanship because sea-going personnel could not be spared. He has been succeeded by an experienced Fleet man who is perhaps not so much a teacher (he's learning that, too), but who is thoroughly steeped in the "know-how" of what it takes to make a sailor.

Admittedly, the most important man in the scheme of recruit training is the CPO who is company commander of each recruit company. Recruits are organized into companies of 80 to 100 men. When the company is formed, the chief is assigned as company commander. He remains with the group until training has been completed and the boot is ready to take his place in the Fleet. To the men serving under him, the chief is teacher, mom, pop and a good right arm. He takes his men to the barracks, assigns them bunks, shows them where and how to stow their clothing, where to eat, bathe and wash their clothing, and how to fall in for drill and muster. He gives them many of the lectures explaining what the Navy is about, what it expects of them and what they may expect of it.

More than any other man, the company commander molds the recruit in his attitudes about the Navy. The most important link in the chain that is the training course, he has direct supervision of the men in his company and is responsible for their accomplishment of the training mission. He is, in effect, the man who fosters them in their first uncertain steps in their new career. As such, he is considered by many to be the most important man in the Navy!

The new concept provides complete indoctrination of these men who lead the recruit. Note that the term "lead" is used. Formerly, the expression "pushing a company" through training was used by company commanders to describe their duty. The present concept of training has changed the wording to "leading a company," and the leading aspect is a 24-hour-a-day job for the company commander. It is now recognized that only a good leader can be a successful company commander, and top-notch chiefs constantly are in demand for this important duty.



CLEANLINESS, of prime importance on board ship, starts at boot camp. Bag inspections on competitive basis promote scrubbing clothes often and early.

Let's take a look at a schedule which will typify the training to be given in the boot camps. Oldtimers may find it little changed, but bear in mind that there has been a revolutionary change in concept.

Recruit training today extends over 14 weeks, of which 10 are devoted to prescribed training; one to training in necessary services such as mess cooking, sentry duty, and watch standing; two to recruit leave; and one in preparing to go out into the Navy world. A recent innovation is the week after leave, called the "retraining week," during which the recruits are given review, final indoctrination lectures and drill before being processed out in drafts to their next assignments.

The 10-week training period is divided into elementary and advanced training phases. In the first, an intensive program of military and physical training is carried on so that the recruit will be ready quickly to play his role in the training organization. His indoctrination in the important subjects embraced by the new training concept begins in this period.

This opening phase is the transition period, perhaps the most difficult for the recruit. While he is being instructed in the military aspects of his new life he also is undergoing changes in ordinary living. He is trying to get used to his new wardrobe, dental work to correct deficiencies found on entering the center is started and routine preventive inoculations are begun by the medical department. The value of acquiring bonds and insurance is stressed, as is the desirability of registering allotments. The availability of



RELIGIOUS TRAINING is provided at training centers by chaplains of each denomination, who encourage recruits to follow the religion of their choice.



NEATNESS in stowing clothing will pay dividends later when the recruits join the Fleet. A company commander demonstrates the Navy way to the boots.



SEAMANSHIP classes include knot tying, 'know-how' of what makes a sailor. Knowl

family benefits is explained and the procedure started for participating in these features of naval service. This part of the recruit's life is hectic and often very perplexing.

While getting acquainted, the recruit learns how to wear his uniform properly. He is told that a sloppy uniform is frowned upon, not because the Navy wants everyone to look alike, but because it detracts from neatness —necessary in men as well as in ships and equipment. He learns that a sloppy sailor makes for a sloppy ship, and that a clean, neat uniform goes hand in hand with pride in the uniform—which, in turn, reflects pride in the service. The clean, neat uniform properly worn is good advertising—both for the individual and for the Navy!

The company is divided into sections, each in charge of a newly-appointed apprentice petty officer. These APOs usually are the oldest and most experienced men in the group, and are responsible when the company commander is absent. Other recruits are designated as company yeoman, mail orderlies, MAAs, and company, platoon and squad leaders. All routine matters are carried on by the recruits themselves, an important factor in developing self-confidence and personal pride.

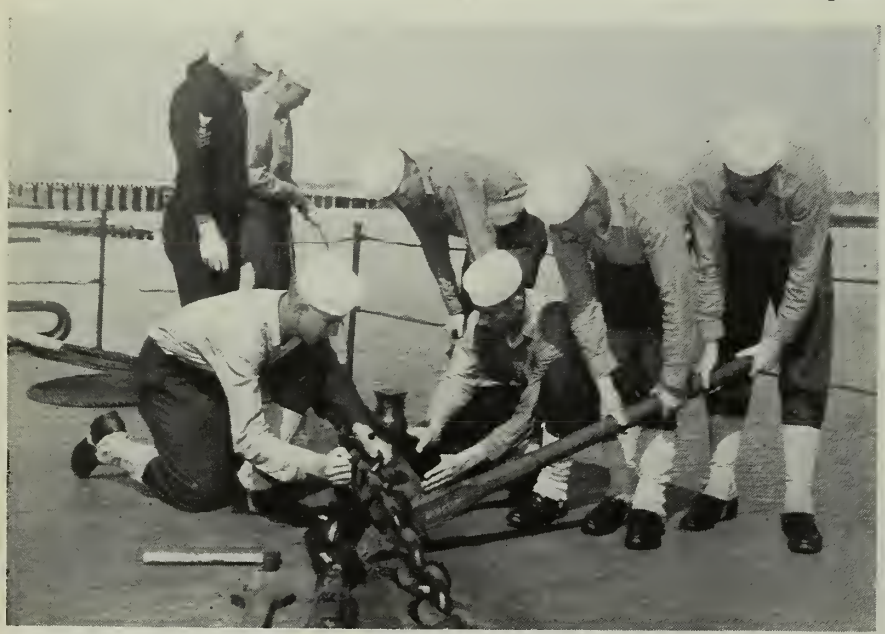
By the time the neophyte has entered the advanced phase of his training he has settled down somewhat, learned some of the ropes and adjusted himself to his new surroundings (and adjustment comes easier for the post-war recruit because his youth gives him a flexibility not always seen in the average wartime recruit). He already has changed in physical appearance. The sun under which he has marched for hours on end has tanned his body, and the physical exertion required by obstacle courses, calisthenics and drill under arms has started muscles bulging.

Advanced training introduces the recruit, in a more formal way, to sides of his Navy life with which he will be expected to be conversant during his life in the service, regardless of the rating he may choose.

The curriculum spreads out to embrace ordnance, seamanship, first aid and hygiene, small arms training, firefighting and other subjects with which a seaman must be familiar in order to take his place properly on board ship. Emphasis on these subjects is as great as before. They are important, not only because of the knowledges and skills learned, but also because part of the pride the recruit will feel in the Navy comes from knowing of its many aspects—from the whys of discipline right down to tying a bowline.

During his training period, the recruit undergoes extensive classification tests and interviews to determine his mental and physical qualifications. This enables the Navy to place him in the job for which his abilities are best fitted, or in one which has qualifications that he can be expected best to acquire. The qualification or "Q" card is prepared, based on this testing. It becomes a part of his record, to follow him throughout his naval life.

Cleanliness is stressed throughout training. The recruit is impressed that he must be clean in person, and that his barracks must be kept spotless. This is considered to be important training for shipboard duty, where



GROUND TACKLE instruction remains part of sound framework of basic indoctrination tested by peace and war, which is unchanged by new training concept.



rope splicing and weaving, giving recruit edge gained helps promote pride in Navy.



MAGAZINE LOADING on a 20 mm. gun gives the recruit an insight into a phase of ordnance which is valuable, regardless of the rating which he may follow.

cleanliness is necessary. Frequent bag inspections induce the habit of scrubbing clothes often and early, since inspections are on a competitive basis and a dirty or missing article is quickly spotted. This hurts the record of the entire company, so untidy habits soon are observed. A recruit who causes his company to lose a competition or perhaps an extra liberty soon becomes unpopular. Here is democracy in action, the teaching that through working for his shipmates the recruit promotes his own good.

The recruit's progress in training is observed closely by subject tests and reports. Before graduating, he must take an achievement test. The results indicate the quantity of the training he has absorbed and also the quality of the instruction to which he has been exposed. This double check is important, because the new plan works at training from both ends.

Off-duty entertainment aids the recruit in adjusting to his new life. Many recreational facilities are provided: swimming pools, gyms, basketball, tennis and handball courts, and baseball and football fields. There are theaters for movies and stage shows, bowling alleys and pool tables. Libraries are well-stocked with books, both for pleasure and reference reading. This all helps to relieve that "lost" feeling experienced by young recruits away from home for the first time.

However, old salts shouldn't get the idea that boot camp is going soft. The recruit day is far from all play. At 0530 the boot is out of his sack, and before 0745 has eaten and cleaned up his barracks. After morning quarters, personnel inspection and company commanders' talks, classes begin. These continue all day, with time out for meals. The evening meal is finished by 1800 and taps sound at 2130 to end a busy day.

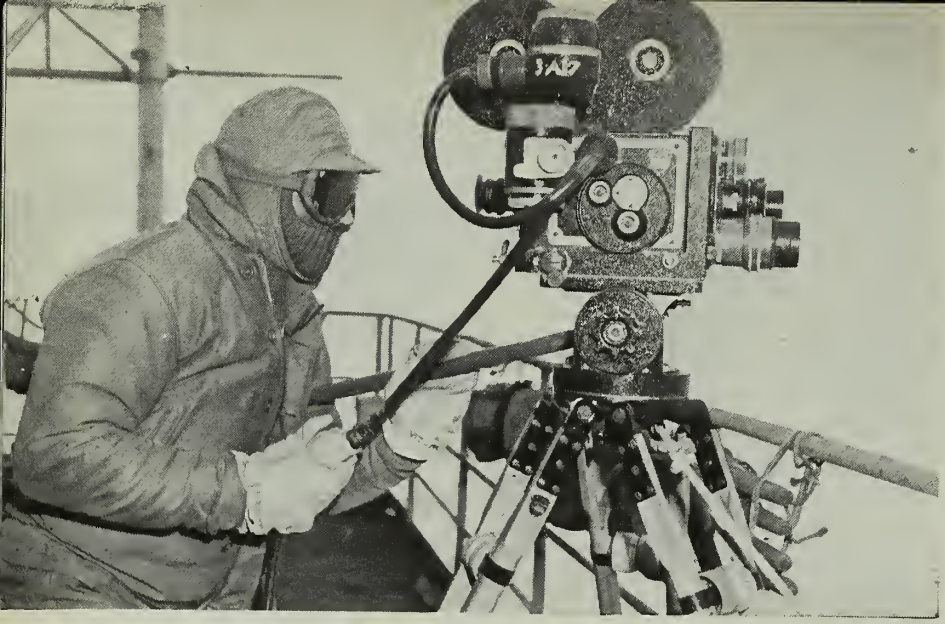
The object of recruit training, therefore, is to "make sailors out of civilians," to turn out men who know how to take care of themselves, who are thoroughly indoctrinated in discipline, and who have pride and confidence in themselves and in the Navy.

But the indoctrination of the recruit must not stop with recruit training. The fundamental concept of this training must be continued wherever the recruit might go for his next duty—afloat or ashore. Officers and petty officers throughout the Navy must become acquainted with the nature of the recruit's indoctrination at the training centers, and see that it is continued. This is considered most important, because these men are to become the "backbone" of the Navy.

The recruits of today become the petty officers, warrant and commissioned officers of the Navy of the future. The strength of the Navy, therefore, will depend upon the strength of character and the ability of these men. Planners of recruit training expect to provide all commanding officers with specific information as to the concept of recruit training, what its objectives are, and how recruit training will go about accomplishing these objectives. This information is to be given with the full expectation that it will be used throughout the Navy to follow through on the molding process. Only through this means will the desired outcome—the development of a capable, confident and effective fighting man—be achieved.



SWIVEL SHACKLE on cargo boom illustrates another part of the recruit's basic training, which is designed to provide the Fleet with better all-around sailors.





CAMERA! Action! (above). Coffee drinkers relax after day's work (top center).

A POLAR VICTORY

By R. Adm. Richard H. Cruzen, USN
Commander Task Force 68

PARAMOUNT among the beneficial results derived from Operation HIGHJUMP was the extremely valuable knowledge and experience gained by the 4,000 officers and men who manned the 13 ships of Task Force 68. Only a very small nucleus of naval personnel had ever been above the Arctic circle and even less had ever entered the domain of the penguin.

Yet, these same men today provide the Navy with a force of experienced personnel who have an insight into the problems connected with operations in the polar areas. In the three months spent in the Antarctic waters, Task Force 68, with its regular Navy personnel and standard equipment developed during the war, learned more about the Antarctic than had previously been brought to light in the past hundred years of polar exploration.



FRIGID Antarctic weather a la mode (above). Dental check-up (below).



The Task Force, operating in three groups with a combination of air-sea striking units, encountered and learned to overcome the problems which are to be met in polar areas—this was one of the primary objectives of the expedition.

One example of the kind of training which will prove of value in future expeditions is illustrated by the air groups of the East and West wings in the operation of seaplanes (PBMs), and tenders in the open seas of the Antarctic. At first, this operation seemed impossible, but despite the ice, heavy swells, high winds, and miserable weather, planes were launched and retrieved with a high degree of efficiency.

New problems were met constantly, for everything in the Antarctic is unpredictable. PBM pilots on long range photographic flights frequently encountered blinding snow propelled by 70-knot winds. Depth perception and perspective were lost over the glaring snow and ice. Pilots had to fly on instruments nearly at all times as a bad guess could mean disaster. Maintenance men aboard the ships were forced to overcome the difficulty of performing precision work on seaplane decks while exposed to severe cold weather and heavy seas.

At Little America IV, men learned to unload ships in record time, construct the base camp, how to live in polar weather, and what is more important, how to overcome the unforseen obstacles that arose from day to day.

Invaluable navigational experience was obtained in forcing the ships through the ice pack which surrounds the continent. Unlike other years, the stubborn pack was the toughest ever reported. Except for the submarine USS *Sennet*, ships of the Central Group were taken through successfully despite their thin hulls. Even the de-





DIGGING out from Antarctic blizzard that raised havoc in the party's camp.

FOR MEN, SHIPS

stroyers, notorious for the thinness of their skins, operated far into the ice areas. From this we learned that with some added hull protection there is little question but that naval ships can operate effectively in a great portion of the ice strewn waters surrounding the poles.

Careful testing and examination of equipment, clothing, food, etc., revealed that, in general, standard Navy supplies were satisfactory. It is expected that as a result of further analysis, some recommendations for the modification of present equipment and for the development of certain new items will be made based on reports now being studied.



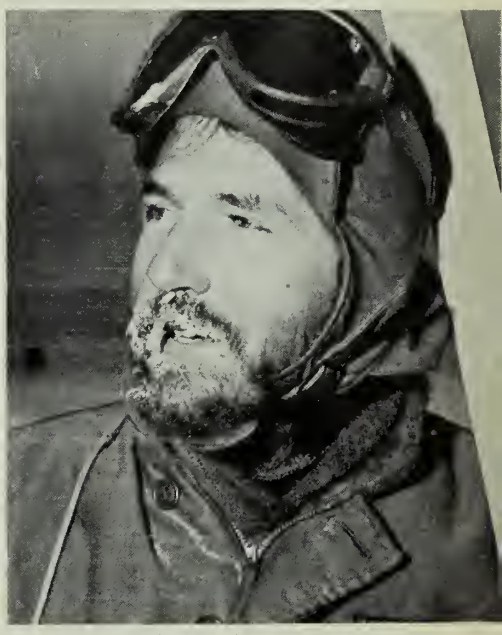
Rear Admiral Cruzen

Under experienced leadership, such as the Navy now has, I believe that further scientific explorations could be carried out at either pole as routine operation. With a few exceptions, no special training appears necessary.

Of the 6,000,000 square miles of the Antarctic continent, little has actually been explored to any great extent. Some of this has been mapped aerially while no man has ever set foot upon certain other regions of the land. In the years to come, as long as men are interested, exploration of the Antarctic will continue. Since the end of the war, we have not only been living in an atomic age but we have come into the age of the polar concept. More and more countries are turning their attention to the poles. It is especially significant to note that in recent years the Arctic has begun to yield its secrets such as the Naval Petroleum Reserve at Pt. Barrow, Alaska, far above the Arctic circle. Today we are building weather stations in the Arctic and daily flights travel over the Arctic ocean. With this in mind, it is conceivable that the Antarctic may be exploited and its resources made available.

While, at the present time, a complete year-round station in Little America is practical, as demonstrated by Operation HIGHJUMP, a large well equipped task force can accomplish its objective in a few short months and return to United States ports, thus escaping the severe Antarctic winter.

With regard to future naval operations in the Antarctic, it is my hope that the Navy will continue to cooperate with other governmental agencies in acquiring scientific knowledge of the polar areas. The Navy, if called upon, is well prepared and equipped to undertake polar exploration, either in the Arctic or the Antarctic.

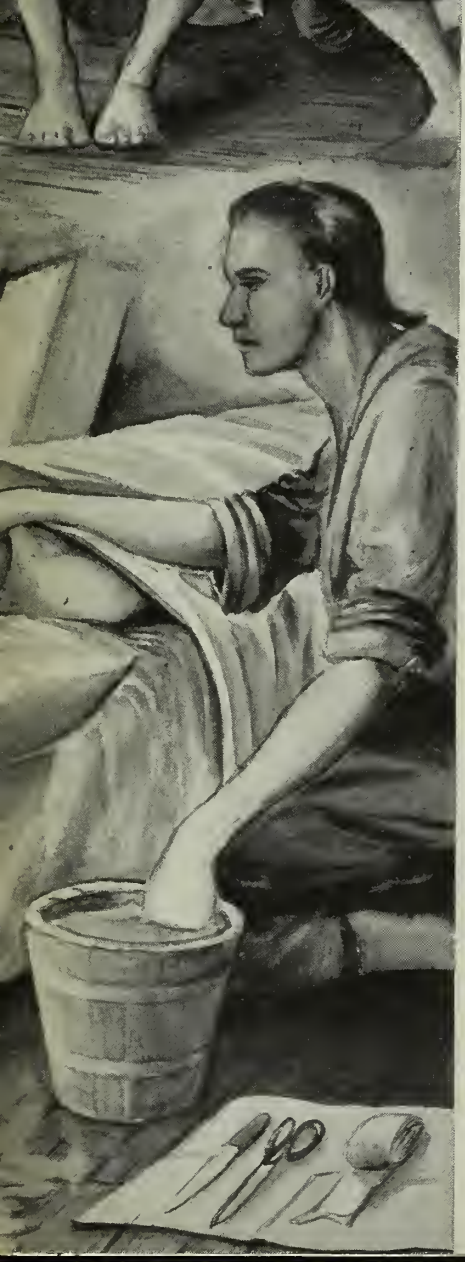


MR. ICE-Whiskers (above). Plane crew tows survival gear to plane (below).





DEDICATED T



HE'S a fighting man, but his arms are the weapons of mercy.

He wears "the red badge of courage," and his foe is death.

Dedicated to humanity, he labors on fighting front and in hospital and laboratory to save the lives of his comrades.

He's the hospital corpsman, known to Boot and Admiral alike as "Doc."

His nickname reflects his standing in the service for, in a way, he is a doctor. The pharmacist's mate is the Navy's answer to a universal need for a man skilled in the art and science of medicine—not as widely as an MD, but capable of performing first aid and minor surgery, attending to sanitation needs, caring for patients, and having a working knowledge of such things as materia medica, nursing technique, epidemiology and internal medicine.

The hospital corpsman's skill and courage in World War II won him everlasting fame and the undying respect of sailors and marines with whom he served. With the Marine Corps he marched under pack in the hot sun and sloshed through the mud. He hit the beach with assault forces, working under fire to save countless lives. In this heroic work, 889 hospital corpsmen were killed or mortally wounded.

Others served gallantly on board combat vessels and in the hospital ships which evacuated the wounded from combat areas. One pharmacist's mate even took over "command" of a ship. This was the USS *Twiggs* (DD 591), all officers of which were killed or wounded in a Jap plane bombing. With the ship sinking fast, the hospital corpsman directed abandoning of ship so efficiently that all wounded and others not missing in the explosion got off safely, except for one man, a non-swimmer.

There were many examples of outstanding service performed by men who did not have the opportunity to serve in combat areas. Far from the sound of the guns, they went quietly about their work, caring for the sick and wounded and assisting in research that introduced new techniques in medicine and surgery. Their work was important, too.

It's all summed up in the words of Vice Admiral Ross T. McIntire, MC, USN, Surgeon General of the Navy during World War II:

"... And without discounting one bit the accomplishments of the doctors and nurses and the specialists, it can be said to the everlasting credit of the Hospital Corps that the maximum of the accomplishment of the Medical Department's mission was due to them."

The hospital corpsman, however, hasn't always had his present high standing, his skill, or even his title. These were acquired during a long, slow evolution of the corps.

The Hospital Corps was not established as an organized unit of the Medical Department until 17 June 1898. Care of the sick and injured in the Navy previously was provided by persons known by various names and titles. They were appointed, or enlisted, from time to time by order of the Navy Department.

In the Navy's early days, the sick and injured afloat were cared for by the surgeon and the surgeon's mate, assisted by crew members detailed to help in emergencies. These helpers were usually very young boys or old men, who presumably would not have been missed in combat, and who were not qualified as medical assistants. They were known by the odd term, "loblolly boys," a name which probably originated in the British Navy. Loblolly was a thick gruel fed to the patients. The first official use of the name in the U. S. Navy appears in Navy Regulations, 1814, which states: "The loblolly boy is to serve the surgeon and surgeon's mate."

Surgeons were commissioned officers and surgeon's mates were warrant officers. Their appointment first was authorized by the Continental Congress in 1776. Later, the title sur-



O HUMANITY

geon's mate was changed to assistant surgeon.

Successor to the loblolly boy was the "male nurse," established by a Navy Department General Order of 1861, which stated: "There shall be allowed to each vessel commissioned for seas service, with a complement of less than 200, one nurse, and with 200 and over, two nurses . . . to be appointed by the surgeon and approved by the commander of the ship, and to be borne upon the ship's books for special service upon the sick."

Use of the term "bayman" came in about 1873. The title was recognized officially in Navy Regulations, 1876, and was used until the Hospital Corps was established in 1898. A bayman was enlisted as a landsman for general service and rated bayman by the commanding officer on recommendation of the surgeon or senior medical officer.

"Surgeon's steward," forerunner to the present pharmacist, has a vague record. It is believed, however, that it was first used soon after the establishment of the Bureau of Medicine and Surgery in 1842. A letter in the old files of the Bureau, dated 5 May 1843, reads in part: "A circular is now under consideration to allow a surgeon's steward to all hospitals and vessels, without necessity to sign articles, but to be appointed."

The surgeon's steward originally was enlisted as landsman or seaman, then appointed by the commanding officer on recommendation of the vessel's surgeon. Classed as a petty officer, he could be disrated for incompetence or misbehavior. In 1861, however, his status was changed to "appointed petty officer." Appointments were made for the "duration of the cruise," and he was subject to discharge for misbehavior, "the fact of misbehavior to be established by a summary court."

By circular order of the Navy Department, dated 8 Dec 1866, surgeon's steward was changed to apothecary. This, in turn, was changed to hospital steward with the advent of the Hospital Corps in 1898.

During the period 1842-1898 there was wide overlapping use of several of these terms, and records are incomplete as to exactly when one term fell into disuse and another was picked up. Actually, during certain periods two or more of them were used simultaneously.

The act establishing the Hospital Corps provided that it should consist of 25 pharmacists with the rank, pay and privileges of warrant officers, to be appointed by the Secretary of the Navy and removable at his discretion; as many hospital stewards, hospital apprentices, first class, and hospital apprentices as in the judgment of the Secretary were necessary; and that the corps should be permanently attached to the Medical Department of the Navy. The duties to be performed were specified, and pay of the enlisted members was fixed. An act approved in 1912 provided that pharmacists after six years from date of warrant, and after having passed the prescribed examination satisfactorily, should be commissioned chief pharmacists.

Present organization of the corps is in line with an act approved 29 Aug 1916, which provided that it should be a constituent part of the Medical Department of the Navy; that its authorized strength should equal 3.5 per cent of the authorized enlisted strength of the Navy and MarCorps combined, and should be in addition to these; that it should consist of chief pharmacists, pharmacists, chief pharmacist's mates, pharmacist's mates, first, second and third class, and hospital apprentices, first and second class; and that enlisted men of other ratings in the Navy and MarCorps should be eligible for transfer to Hospital Corps, and vice versa.

In World War I, in the absence of legislation permitting commissions above the rank of chief pharmacist, temporary commissions were given in the Medical Corps for a number of warrant and chief warrant officers. These officers, while they wore the



UNDER FIRE, hospital corpsmen during war labored to save lives of comrades. Deeds won them everlasting fame and undying respect of sailors and marines.

Medical Corps insignia, were assigned duties in medical administration. Highest rank attained was lieutenant.

During World War II, temporary commissions were given in the Hospital Corps up to the rank of commander, and legislation is under consideration in the present Congress to establish commissioned rank in the Hospital Corps. This would permit permanent commissioned rank above chief pharmacist.

That, very briefly, is the history of the Hospital Corps, an evolution which has seen the untrained loblolly boy emerge as a highly skilled pharmacist's mate in the modern Navy. The change didn't come about by happy circumstance. The hospital corpsman's emergence as a trained worker was the result of years of schooling and experience.

As in other branches of the Navy, training in the Hospital Corps hit its peak during World War II. In addition to general training of nearly 200,000 men and women who served in the corps during the war, added impetus was given to the technical program. In 1939 there were 756 men in 15 technical categories. In 1945, there were more than 60,000 persons in 45 technical classifications.

Also, there was further specializing within classifications. For example, aviation medicine technicians were given additional training in air evacuation; medical illustrators were schooled in the special technique of illustrating the acrylic (artificial) eyes; orthopedic mechanics were taught necessary skills for producing and fitting special appliances; training of men for the rehabilitation program was broken down into handling of special kinds of patients, the blind, the deaf or hard of hearing, and the orthopedically handicapped.

To graduate from a Navy Hospital Corps school, the student must master the fundamentals of anatomy and physiology, hygiene and sanitation, minor surgery and first aid, nursing and dietetics, materia medica and toxicology, and elementary chemistry, laboratory and pharmacy procedures.

Following graduation, the hospital corpsman normally is assigned to duty in one of the Navy's hospitals, where his training continues. He makes practical application of what he has learned in theory, at the same time studying to advance in rating.

Goal of most hospital corpsmen is "independent duty," that is, duty independent of a medical officer. They're not trying to get out from under the supervision of the medical officer. Independent duty is a vital service, important ashore and afloat.

The Medical Department's mission is to preserve the health and physical condition of Navy men—to keep them in top fighting trim at all times. The mission is world wide in scope and entails heavy responsibility. Unfortunately, the nature of the Navy — its numerous units and activities, their extensive distributions and the various tasks to which they are assigned — does not permit the assignment of a medical officer to each unit.

In order to meet the need for full medical coverage to all naval activities, hospital corpsmen of the higher ratings are trained to carry out the Medical Department's mission and to serve in certain units, independent of a medical officer. This duty, ashore and afloat, with both Navy and Marine Corps commands, generally is performed by CPHMs and PHM1s. When so assigned, these men represent the Medical Department of the Navy.

They are not assigned as substitutes for medical officers, but as men qualified in first aid, sanitation, and clerical administration, to relieve commanding officers of details of managing the health of the crew and the care of the sick and injured. By virtue of his training, a PHM can bridge the gap between the unskilled man and professional medical doctor. This is very important, because not all patients can be treated immediately by a medical officer, especially in wartime.

The Navy long has recognized the need and usefulness of medical personnel assigned to smaller ships, small detachments of marines and Seabees, and to certain outpost duty, independent of a medical officer. The pharmacist's mate is the answer.

On independent duty, the pharmacist's mate is IT. His position is one of the strangest in the service. It has been said that the ship's cook hates him at galley inspection and loves him at sick call; that the goldbrick courts his favor and the really sick avoid him; that the commanding officer thinks he is a pest—and frequently is grateful that he is.

Upon the commanding officer is placed the responsibility of preserving the health of the crew, and in this connection he frequently consults with the local Medical Department representative. BuMed believes that commanding officers may rely on CPHMs and PHM1s for valuable assistance when more skilled medical aid cannot be obtained. This belief has been well borne out by the performance of these men on independent duty.

In carrying out his duties, the hospital corpsman consults with and obtains the advice of medical officers as frequently as possible. He is expected to make periodic recommendations to his commanding officer regarding the proper care of the sick and injured, and to include in his recommendations the need for services of a medical officer, of assistance required by him or other crew members, or the necessity of transferring a patient to stations or institutions where proper treatment can be obtained.

There have been times, particularly on submarines on war patrol, when the hospital corpsman on independent duty was forced to take on the heavy responsibility of emergency surgery in order to save the life of his patient.

Many pharmacist's mates on independent duty have been instrumental in promoting the morale of their shipmates. As enlisted men, they were able to know their comrades better than any other person aboard and to build up a confidence in themselves that was an inspiration to all hands. As one of the crew, yet characters apart, they frequently were asked for advice on many matters other than medicine, and they had to stand ready to pinch hit for the chaplain, the educational officer, the legal officer and possibly the psychologist and the psychiatrist.

It is not generally recognized that

the Marine Corps has no medical department of its own, that all of the medical functions in the corps are performed by the Navy, and that the doctors and hospital corpsmen who performed the feats of mercy and healing so widely heralded during the war were Navy personnel.

In fact, so little attention was paid to this in the service itself, that many medical officers and hospital corpsmen during World War II were rather shocked to receive orders transferring them to the Fleet Marine Force, Pacific.

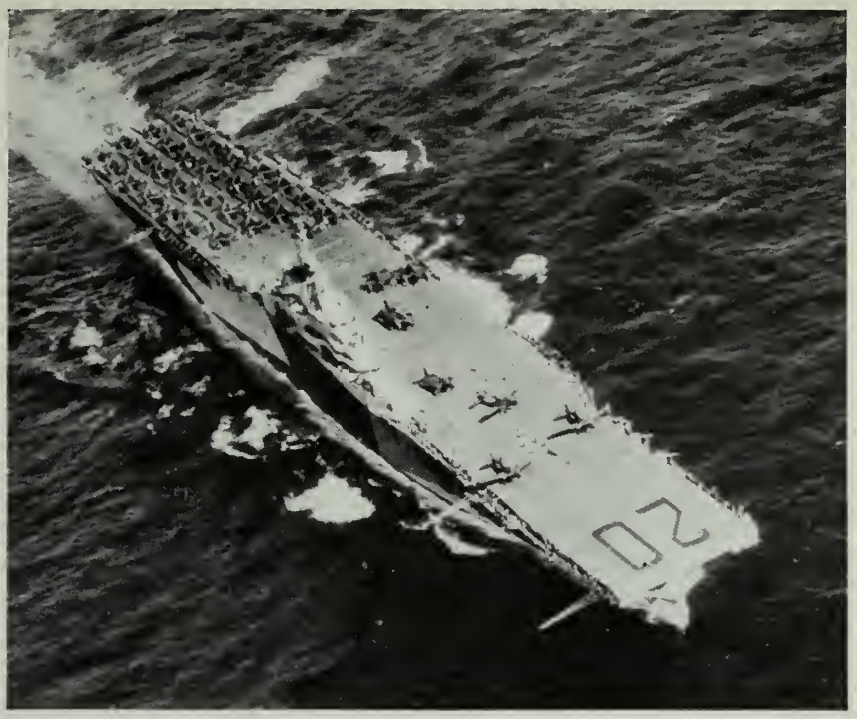
Before the war, marines were inclined to envy the hospital corpsmen assigned to them. By regulation, the hospital corpsmen were exempted from many of the duties which the marines had. For instance, they did not have to stand guard duty. With the war, this changed. The hospital corpsmen endured the same hardships and dangers which confronted marines. They accompanied them into battle to perform their work under fire. And in the aftermath of battle, they cared for the wounded. The attitude of the marines changed to deep respect.

Even with death, the work of the hospital corpsmen didn't end. The work of caring for the dead in combat is an unpleasant but noble task, essential for maintaining morale and sanitation on the battlefield as well as a humanitarian duty. There was little glory but plenty of hard work and danger for the hospital corpsmen who recovered, identified and memorialized the dead.

Wave hospital corpsmen did not serve in combat areas, but they are given no small part of the credit for the corps' work in the war. In September 1942, BuMed recommended that Waves be enlisted in the Hospital Corps in order to replace male technicians for assignment to sea duty and overseas medical activities. In order to meet the increasing need for hospital corpsmen under limitations of manpower, it became necessary to replace with Waves approximately 25 per cent of male hospital corpsmen on duty within the continental limits.

Newest battle into which the hospital corpsman has entered is rehabilitation, the grim, never-ending aftermath of war. Just as heroic as the work done in combat is the task being done by these hospital corpsmen. Where one labored to save lives on the battlefront, the other works to bring life once more to shattered bodies and minds. Many of the personnel engaged in this work are responsible for new techniques in plastic surgery, in the fitting of artificial eyes, in orthopedic treatment.

We don't profess to know what the future holds for the hospital corpsman. Perhaps the atomic age will find him a worker in radiological safety, garbed in strange dress. Whatever the task, however, you're sure to find the hospital corpsman in the thick of it, doing his humanitarian duty. That is his heritage.



FLIGHT DECK of USS *Bennington* (CV 20) has withstood over 18,000 arrested landings since composite wood decking was installed in landing area in 1944.

NEW DECK MATERIAL IS LIGHT, TOUGH

A five-year search by the Navy for a new composite wood decking material combining the advantages of Burma teak—used on weather decks of battleships and cruisers since 1901—with the light weight of Douglas fir has paid its first dividends. Further research is expected to bring even better results. The new composite wood decking, experimentally installed in the landing area of the flight deck of USS *Bennington* (CV 20) in 1944, has withstood over 18,000 arrested landings.

The first requirement set up for the new wood was durability. It had to meet, also, the criteria set by Burma teak in its dimensional stability after seasoning, non-splintering and non-corrosive qualities, the ease with which it can be worked with tools and its high-strength-with-moderate-weight ratio. Then the new wood had to be as light as Douglas fir and still not splinter and fray under the impact of plane landings as Douglas fir does.

The wood, as finally developed, is three inches in thickness—the same as when Douglas fir is used—and consists of ½-inch compregnated face, three ¾-inch redwood core laminates and ¼-inch cottonwood "compreg" under surface.

A modified design of two-inch thickness also was developed and has been installed on USS *Toledo* (CA 133) for experimental purposes. The higher initial costs of installing these new deckings are offset by longer service life and by fewer fastenings and less caulking required due to greater width of decking.

The new decking was developed by BuShips with private industry.

A single heavy cruiser of modern design—the 27,500-ton USS *Hawaii* (CB 3), for instance—requires 76,000 board feet of two-inch thickness teak decking. Approximately 250,000 feet of three-inch Douglas fir decking is required for a typical *Essex*-class carrier, such as the *Bennington*.



MODIFIED design of two-inch thickness was installed on USS *Toledo* (CA 133) for experimental purposes. Higher initial costs are offset by longer service.

NAVY'S SUPERMARKET



LONG ARM of Navy supply stretched 6,000 miles across Pacific to this Australian dock where tools of war were loaded.

IT'S PERFECTLY accurate to paraphrase that old adage about the Army, and state that the Navy floats on its stomach. Accordingly, some of the Navy's best brains, and a good share of the Navy's funds and energy, are concerned with feeding and clothing the Navy's men and providing the tools with which they fight. Navy supply is a big-time operation. Without it, the battle line could not exist.

The Navy currently is engaged in overhauling this supply operation. The overhaul, inspired in part by the lessons of war, will make more efficient, more economical the procurement of supplies and their distribution to the Fleet. The Navy's enormous, ramified supply operation will be known henceforth as the Navy Supply System.

Time was when the local druggist called himself a chemist, and dispensed medicines exclusively. Today there are drugstores where you can buy a lawnmower, a bow tie, the latest best-seller and a blue plate lunch. If you look carefully, you'll find the medicine shelves in a rear corner behind the sporting goods.

Something of this sort is happening in Navy supply. Under the Navy Supply System, clothing and provisions, ordnance and aircraft parts, electronic spares and candy bars, searchlight lenses and anchor chain, all will be dispensed through a coordinated system of supply under the supervision of BuSandA. The Navy's other bureaus will continue to exercise technical functions of supply over items for which they have procurement control. Of course, the Navy Supply System isn't as simple as that, but that's the basic idea.

BuSandA's new positions with regard to Navy supply may come as something of a surprise to those who assumed that bureau's activities were as all-encompassing as its name. But BuSandA has not always had responsibility for performance and centralized direction of all naval supply functions, as it will under the Navy Supply System. Over a period of years, culminating in World War II, some 30-odd supply systems grew up to handle the increasing diversity and complexity of naval materials. Most of these relatively independent systems were administered by the technical bureaus themselves, from purchase to issue.

Studies over a period of years have shown that these varied supply systems had many things in common so far as the supply function is concerned, despite their differences in technical matters. It became apparent that, assuming the technical problems could be accommodated, the Navy's diverse materials could be handled by a single supply system. The Navy Supply System has thus evolved from the several wartime systems, adopting the good features of many of them. It is not so much a new system as a synthesis of existing systems, many of which have withstood the severe tests of time and war. The Navy Supply System, as such, has been under discussion for about a year among BuSandA, other bureaus, CNO and SecNav. The go-ahead signal was given by SecNav recently, exempting only BuMed from the provisions of the system. The highly specialized nature of BuMed activities was, of course, the reason for this.

Under the Navy Supply System,

procurement of all items of naval material of a replenishable nature, and that means everything but planes, ships, buildings, real estate and the like (except BuMed supplies), will be controlled in an integrated operation. Not only will procurement control be thus integrated, but so too will be financing, inventory, stockpiling, storage, accounting and issue. A primary advantage will be a centralized means for determining the Navy's demand by types of material, and arranging for supply of that material to meet the demand.

Though it will lead to simplification, the Navy Supply System is still a pretty intricate thing to talk about. One approach to a description of the system is consideration of its control points, of which there will be four at successive levels of naval administration. They are:

- **Policy control**—This will be exercised at the AstSecNav-CNO level, for direction and evaluation of effort. In other words, it is here that the Supply System will be judged as to whether it is giving the Navy adequate, efficient logistic support, that the Navy may carry out its missions. Information on long-range operational requirements will be provided here.

- **Operational control**—This will be exercised at the naval bureau level, the technical bureaus providing technical direction and BuSandA providing coordination of the supply operation.

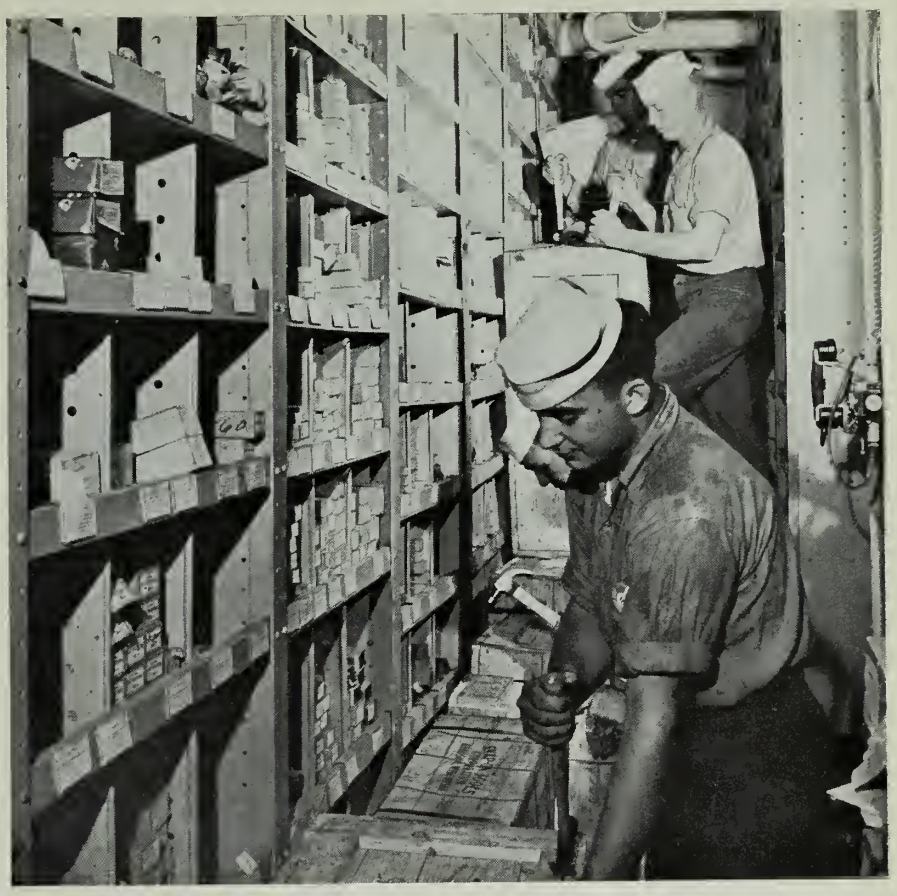
- **Inventory control** — This vital, working-level control will be exercised by "supply-demand control points," set up under the new system. Performing both technical and supply functions, the control points will have the all-important functions of standardized cataloging of all naval material, determination of requirements, procurement, distribution and disposal. The control points are discussed in more detail below.

- **Local control**—This will be exercised at the issue point through a new Supply Center organization, which also is discussed below.

Now, how will the Navy Supply System work?

Naval material comes in a huge number and variety of individual items, and they fall naturally into groups or types. As materials have developed in the past, they came under cognizance of the bureau most interested in them. BuShips thus has its list of material which it procures and issues, BuAer its list, and lists are held similarly by BuOrd, BuSandA, BuMed, BuDocks, even BuPers, which procures and distributes library books and training equipment.

Procurement and issue of any material involves certain functions, which may be grouped under one of two headings: Technical Functions and Supply Functions. The technical functions include research and development of the material, design, determination of requirements, technical supervision of cataloging, storage and issue (determination of allowance





BOLTS AND BEANS, shoes, sealing wax and cabbages, all will be financed, stored and issued under new, coordinated Navy Supply System, with BuSandA as overseer. Engineers' stores (above) and general stores (below) are carefully filed.



ESSENCE of Supply. Technical, highly intricate business of supplying the Navy really boils down to this—a bag of onions on the shoulder of a bluejacket.

lists), inspection and maintenance. Supply functions include cataloging, inventory control, procurement, storage, transportation, accounting, the administrative aspects of issue, and disposal.

Obviously, supply functions are essentially the same no matter what the type of material; technical functions may vary widely among different types of material, and must be performed by experts in specialized fields. And that is one of the basic problems which the Navy Supply System meets: to provide a standardized, efficient, economic system of supply for all naval material, and yet allow for widely varying technical functions which may not lend themselves to standardization.

This is provided at the supply-demand control point, mentioned above. These control points will be known as "supply offices," each with cognizance of a category of material, and responsible for both technical and supply functions with regard to the assigned category of material. Each supply office will operate under joint direction of BuSandA and whatever technical bureau or bureaus may be interested in the particular category of material. In effect, a specialized system of supply is established for each major type of replenishable material (ordnance, ships' parts, electronics material, and the like), while over-all coordination of the supply system is provided by BuSandA.

According to the recommendations for establishment of the Navy Supply System, these supply-demand control points ("supply offices" with titles such as Ordnance Supply Office, Yards and Docks Supply Office) will be established to handle the following categories of material: ordnance, yards and docks, ships' parts, electronics, searchlight, gyro, submarine, general, provisions, ship's store, clothing and aviation.

Another major innovation in the new Supply System occurs at the point materials are issued to the Fleet. A reorganization here will include establishment of Naval Supply Centers to serve the Fleet with material logistics support, providing all types of naval materials. Currently, four such centers are planned, one each at New York, Norfolk, Oakland and Puget Sound, to serve Atlantic and Pacific Fleet units and off-shore bases and shore stations in the areas. Each supply center will be composed of depots and/or branches which will specialize in the stocking of a particular category of material. These depots or branches will be coordinated in their operation by the Supply Officer in Command of the Naval Supply Center. In addition, this center commander will control the use of common services such as labor and transportation, and operate the waterfront facilities and the Fleet Service Unit. The depots or branches will each act as the agent for the supply office controlling the type of material stocked therein.

An aircraft carrier, tied up at the Navy's supermarket, a Naval Supply Center, would find it easy to draw ordnance spares and parts for the captain's jeep, joe mugs and radar antennae, chambray shirts and aircraft carburetors, all on similar requisitions, all presented to the same point, the Fleet Service Unit, and processed through standard chains of administration.

Smaller local issue activities will continue to exist, such as NSDs, supply departments of shipyards and air stations, and inland supply depots will continue to store reserve materials to back up the coastal issuing points.

Other significant light is shed on the operation of the Navy Supply System in BuSandA reports of studies on the advisability of integrated supply functions. BuSandA discusses this subject under several headings:

● **Cataloging**—Most efficient, economical operation of the Navy Supply System, or of any supply system, demands standardized cataloging of all materials handled in the system. Cataloging, in this sense, means accurate determination of identity as defined by specifications and engineering data, interchangeability and supersedure for each item, and assignment of uniform stock numbers. BuSandA declared that in the interest of efficiency and economy it is essential that the cataloging work of the various technical bureaus be coordinated. Under the new supply system, cataloging will



FIRST you land the "cats," and then they drag everything else up on the beach. Now in peace time, as in the war, BuSandA has to think on a truly global scale.

be accomplished by the supply offices handling each type of material, supervised by the bureaus, to provide coordination.

● **Financing of Procurement of Stocks** —BuSandA noted that Navy material now is largely procured and financed by the bureau having technical cognizance of the material. It is a provision of the Navy Supply System that procurement of all Navy material of a replenishable nature be financed through a single Naval Stock Fund. Under this provision, control and review of the Navy's stock position would be centralized in one office; all material carried in the naval supply system would be held in the Naval Stock Account; only such materials in the Navy Supply System as are issued for use would be charged against the regular annual appropriations; the Navy would be in a position to present to the Bureau of the Budget and to Congress a comparatively simple yet more comprehensive statement of its material transactions and their financing. (Note: The full application of this provision is not possible, at present, because the size of the Naval Stock Fund is inadequate. Congressional action is needed to increase the size of the Naval Stock Fund.)

● **Inventory control**—Assurance of a proper balance between demand for and supply of materials used by the Navy is the function of inventory control. Fundamental policies and procedures of inventory control are developed in the Navy Inventory Control Office under the AstSecNav. In order to execute these policies and procedures and insure compliance therewith, as well as to insure complete coordination among all functions necessary to operate a supply system, the functions of inventory control must be coordinated on the operating level.

● **Storage**—This already is integrated under the operational control of BuSandA and the policy direction of CNO. BuSandA maintains a continuing study of continental storage facilities, with the naval bureaus, the Marine Corps and the Coast Guard (when it is operating with the Navy) providing information on their facilities. BuSandA administers, under CNO, a centralized storage operation.

● **Stores accounting** — The Plan states this must be a responsibility of the coordinating authority of the Navy Supply System, that is, the Chief of BuSandA. Uniformity of reporting is desirable in stores accounting, and can only be achieved by centralizing the control, on the bureau level, of the functions of stores accounting.

● **Issue**—Because a supply system exists only for the consumer of the supplies, and because it is desirable that the consumer be able to obtain his varied requirements simply, uniformly and effectively, the Navy Supply Plan states that it is necessary that the issuing function be controlled by the coordinating authority.

BuSandA has given consideration to another problem, while it pondered the Navy Supply System as a whole. That problem is the protection of stocks of naval material. It was recommended that a program for protection of stocks within the Navy Supply System be based on policies of SecNav or CNO. Studies have shown that protection can be achieved by underground storage, concealment and dispersal. Underground storage and concealment have proved expensive and of limited value, and their use was recommended only in special cases. Dispersal, on the other hand, gives reasonable protection at reasonable cost, although it increases the administrative problem of the storage area. The stock protection program recommended envisages considerable use of dispersal, and limited use of underground storage and concealment. BuDocks will assist in provisions for storage facilities.

After making its study of existing supply systems, and considering the concepts underlying the proposed Navy Supply System, BuSandA announced certain conclusions. These included:

• There are fundamental supply principles apparent in the various supply systems in the Navy. These principles have been applied to the various systems without uniformity, with resultant marked differences of effectiveness and cost among the systems.

• General improvement in effec-



DON'T WORRY. Payday will still bring that good yanqui dollah, paylines will still form twice-a-month as BuSandA carries out its most vital and joyous mission.



STREAMLINED Navy Supply System will result in quicker response of supply to the needs of the Fleet. Wartime-developed air transport techniques can help too.



CHOW won't be overlooked in new system. Here perishables are stacked on deck under cover, awaiting rigid Navy inspection before they are struck below.

tiveness and economy of the naval supply system would result from: maximum uniform and standardized application of the fundamental principles of supply; completion of the development of all the varied systems of supply to a pattern permitting such application (which the Navy Supply System accomplishes). Such standardization must accord with the responsibilities of the technical bureaus.

• Control of operation of the supply system with respect to supply functions should be lodged in BuSandA.

• To insure that the supply system maintains the standards of distribution and at the same time meets the technical requirements of the bureaus, the supply of various categories of material of a replenishable nature should be grouped into types, each of which should be controlled by supply offices. The supply offices should operate jointly as activities of the chiefs of BuSandA and of the technical bureaus concerned. In general, the supply offices should be established in the area in which the material concerned is produced. To insure liaison among the supply offices, BuSandA and the technical bureaus, there should be established within each technical bureau a single point of contact.

With respect to cutover to the new system, BuSandA declared the proposed system should be developed over a reasonable period, and that the major objectives can be accomplished with existing facilities and personnel. Additional facilities and personnel will be required to develop storage facilities providing reasonable protection against enemy action. Detailed implementing plans should be developed jointly by BuSandA and the various bureaus concerned.

Specific recommendations approved by SecNav for establishment of the Navy Supply System provide that (Nos. 1, 3 and 4 not to apply to BuMed at this time; Nos. 4 and 8 subject to change as required):

1. The Chief of BuSandA will coordinate operation of the supply functions of the system, under supervision of SecNav and CNO.

2. BuSandA will be reorganized into three main groups: Supply Group, charged with administrative tasks under the chief; Material Group, to control technical functions in regard to those materials under BuSandA cognizance; Fiscal Group, charged with fiscal administration.

3. Within each bureau of the Navy, means will be established to insure liaison between the bureau and BuSandA.

4. Supply offices will be established by SecNav to administer, within the Supply System, the supply of various types of materials.

5. Materials of a replenishable nature shall be included in the Navy Supply System, when and as jointly decided upon by the technical bureaus and the Chief of BuSandA.

6. Procurement of replenishable items in the Navy Supply System will be financed by the Naval Stock Fund to the extent permitted by its capital, and in accordance with schedules agreed upon by the Chief of BuSandA and the technical bureaus.

7. Field supply activities will be organized as follows: major fleet and overseas supply support activities (Naval Supply Centers); other major supply activities (NSDs, naval special supply depots, supply departments).

8. (Provides for establishment of Naval Supply Centers.)

9. A comprehensive plan will be prepared, covering a 10-year period and outlining geographical decentralization of the facilities required in connection with the supply of the naval establishment.

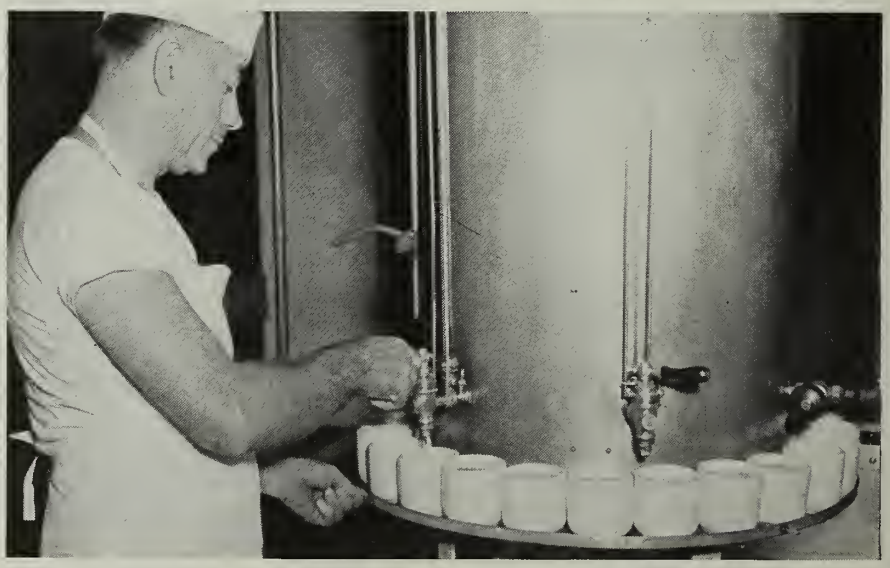
10. Principles governing dispersal of local supply facilities will be developed by BuDocks with advice of the Chief of BuSandA and the technical bureaus, and indicated action will be taken when recommended by local boards, BuDocks and the Chief of BuSandA, and approved by CNO.

11. Action proposed in Nos. 1, 2 and 8 above will, it was recommended, be taken immediately.

12. Action proposed in Nos. 3, 4, 5, 6 and 7 above will, it was recommended, be taken at such times as recommended by the Chief of BuSandA and the technical bureau concerned, and approved by CNO and, when required, SecNav.

13. A plan will be developed in accordance with No. 10 by BuDocks and the Chief of BuSandA, and action will be taken as recommended in the plan and approved by CNO.

14. The system of supply herein proposed will be known as the Navy Supply System, and the plan for development of the system will be known as the Navy Supply Plan.



COFFEE BEAN came a long way, via far-flung supply system, to this novel revolving joe dispenser, a local supply function familiar to all U. S. sailors.

RESERVIST SHIPS



ORDNANCE MAINTENANCE is part of training of inactive Reservists aboard *E. K. Olsen* (DE 765), one of operating vessels assigned to Naval Reserve program.

A COMMON DREAM of sailors is retirement to a community where, by the occasional turn of a salty trick, they can receive the adulation of the local citizens—and there's no reason to think this dream is not shared by the ships the sailors man.

For about 159 veteran fighting ladies of the World War II "little ship" Navy, the dream is coming true. Originally slated for the relative obscurity of the "mothball" fleets or alternatively to a nautical bone yard, the ships have been reprieved by assignment to approximately 111 locations in the United States as Naval Reserve training vessels.

Incidentally, there will be some of this dream duty for regular Navy officers and enlisted men—and they won't have to wait for retirement. Vice Admiral William M. Fechteler, USN, DCNO (Personnel), indicated in a recent statement that between 500 and 600 regular Navy officers and 6,000 regular Navy enlisted men will be given billets next year in connection with the Reserve program. A great many of these officers and men will work with active duty Reserve personnel in maintaining the Reserve ships and in instructing inactive Reserve personnel on board the ships.

Duty with the Reserve program will be rotated frequently among Regulars with the object of keeping inactive Reservists up-to-date on changes in the Navy. It is felt that inactive Reservists can best be kept abreast of new methods and developments by giving the Reserve program a periodic infusion of regular Navy instructors.

One or more of the Reserve ships has been assigned to Organized Surface Reserve units in communities with the facilities for handling them. On the decks and on the bridges, in the engine rooms, galleys and radio shacks, the inactive Reservists will have the equipment and surroundings necessary to maintain proficiency in their various specialties.

Reserve ships are mainly minesweeping, amphibious and patrol types—DDs, DEs, PCs, PCE(R)s, LSTs, LCSs, LCIs, SCs, YMSs, etc. In addition there are 18 submarines. All of the vessels except the submarines, too tricky to be handled on short cruises by part-time sailors, and the lumbering LSTs will be fully operable.

The underseas craft and the LSTs will be used as permanently moored armories where inactive Reservists will take their weekly training. Operable Reserve ships will also be used during the regular drills of inactive Reservists, and, in addition, will be available for short cruises. In performing the actual functions necessary to sail a vessel in a Navy-like manner, inactive Reservists will receive a practical test of their training during the short Reserve cruises.

Weekend training cruises have already been made on board a great many of the Reserve ships. In the 11th ND, vessels assigned to the Organized Reserve units of Los Angeles, Los Alamitos and Burbank, Calif., frequently have been sailed off the Southern California coast, often to Santa Catalina island on weekends. Similarly short training cruises on board Reserve ships have been undertaken by inactive Reservists of the 6th ND and the various river and Great Lakes ports.

PC 822, assigned to Reserve units of West Palm Beach, Fla., has been particularly active. Most ambitious cruise to be undertaken by inactive Reservists on board one of their own training ships, however, was that of *McClelland* (DE 750). Leaving her home port of Jacksonville, Fla., the *McClelland* made a 14-day training cruise to Bermuda.

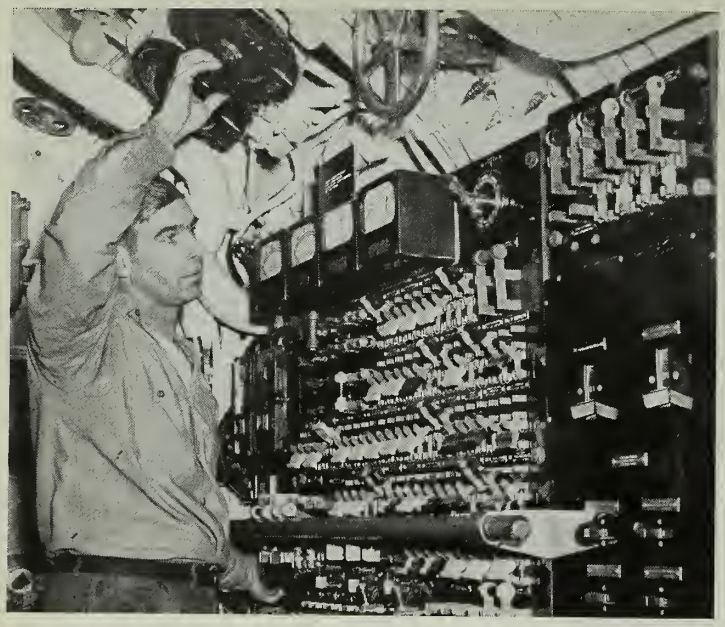
Before ships are turned over to the Naval Reserve, they are decommissioned and placed in an in-service status, greatly reducing the amount of paper work required. In-service status also makes it possible for a smaller number of active duty personnel to handle one or more Reserve ships at a particular location.

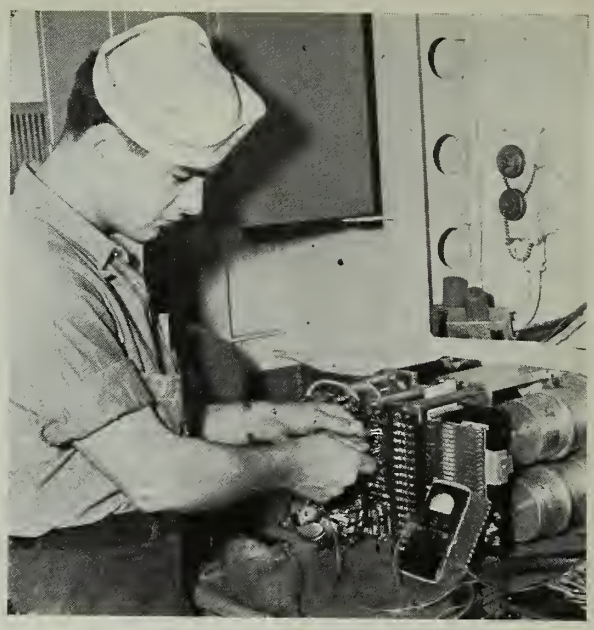
As of 28 April, approximately 96 Reserve ships had reported on station and their facilities were being used for inactive Reserve training. Forty-two others were also in the naval districts to which they have been assigned.

Reserve ships are given a stem-to-



PATROL CRAFT are among types assigned as Reserve training ships. These will be used by inactive Reservists of 1st Naval District Organized Surface units.





RESERVE EM (left) at communications board of submarine *Seal* in Boston. Reservist (right) tests equipment on 3rd ND ship.

stern yard overhaul before they report on station. BuShips is now preparing equipment allowance lists for all types of Reserve ships and the ships will be issued gear necessary for the operational demands they will be expected to meet.

Reservists have sometimes been called to active duty to operate the Reserve ships on the trips from overhaul yard to the assigned stations. Last fall, for example, a number of Reservists from Niagara Falls, Oswego, Buffalo, Rochester, Dunkirk and Watertown, N. Y., were called to active duty to man the vessels assigned to their Organized Reserve units. Beating the winter freeze, they sailed the small craft from New York City on a 2,000-mile trip along the northeastern coast and up the St. Lawrence river to the respective Great Lakes cities in about 13 days.

Following is a list of the locations and the Reserve ships assigned (One asterisk after the name of the ship indicates ship is in naval district and two asterisks, that the ship is on station in assigned location):

1st ND: Boston, Mass.—YMS 271*, YMS 193*, LCI 1093*, LST 1086*, *Seal* (SS 183)**; Lynn, Mass.—YMS 290*, LCI 633*; New Bedford, Mass.—LCS 6*; Burlington, Vt.—LCI 799*; Fall River, Mass.—*Gleaves* (DD 423); Salem, Mass.—YMS 327*; Quincy, Mass.—*Livermore* (DD 429); Portland, Me.—PCE(R) 851*; Portsmouth, N. H.—PC 780*, *Greenling* (SS 213); Newport, R. I.—PCE 843*; and Providence, R. I.—YMS 425* and *Niblack* (DD 424).

3rd ND: Jersey City, N. J.—*McDougal* (AG 126)**, LST 938**; Port Newark, N. J.—*Eberle* (DD 420)*, LST 731**; Tompkinsville, N. Y.—LST 685**; Brooklyn, N. Y.—APL 424*, *Snyder* (DE 745)*, YMS 45**, *Gato* (SS 212), *Plunger* (SS 179)*; Bridgeport, Conn.—PCE(R) 849, LST 1038*; Middletown, Conn.—PC 1182*; Perth Amboy, N. J.—PC 1186**; Dunkirk, N. Y.—PC 1193*; Whitestone Landing, N. Y.—PC 1201**; Buffalo, N. Y.—PC 1208*, YMS 136**; Fort Schuyler, N. Y.—*Kyne* (DE 744)**; Stamford, Conn.—PC 1209*; Rochester, N. Y.—PC 1233*, LCS 1**; Trenton, N. J.—LST 512**; Hartford, Conn.—LST 722**; Elizabeth, N. J.—LST 988**; Bordertown, N. J.—LST 1049*; Albany, N. Y.—LST 1069**; Watertown, N. Y.—YMS 311**; Niagara Falls, N. Y.—YMS 402*; Oswego, N. Y.—YMS 444**; New Haven, Conn.—PC 1198**.

4th ND: Camden, N. J.—YMS 299**; Atlantic City, N. J.—PCE(R) 856**; Erie, Pa.—PCE(R) 853*; Wilmington, Del.—PC 603**; and Philadelphia, Pa.—PC 566**, PC 1232**, PC 1262*, YMS 120**, *Permit* (SS 178)**.

5th ND: Norfolk, Va.—*Hemminger* (DE 746)** and PC 1196**; Baltimore, Md.—*Roberts* (DE 749)*, PC 615**, LCI 1032** and the *Pike* (SS 173); Portsmouth, Va.—PC 478**; Richmond, Va.—PCS 1376*; Newport News, Va.—PCS 1383*; Charleston, W. Va.—LCI 1053; Huntington, W. Va.—LCS 65; and Wheeling, W. Va.—LCI 978.

6th ND: Charleston, S. C.—PC 592**; Georgetown, S. C.—PC 1191*; Wilmington, N. C.—PC 776**; and Savannah, Ga.—PC 777**.



FLASHING LIGHT practice is held aboard 4th ND ship at Philadelphia as Reservists get training that will enable them to back up Regulars in event of emergency.

7th ND: Miami, Fla.—*Tills* (DE 748)**; Tampa, Fla.—*E. K. Olsen* (DE 765)**; Jacksonville, Fla.—*McClelland* (DE 750)**; West Palm Beach, Fla.—PC 822**; St. Petersburg, Fla.—PC 1181**; Sanford (Orlando), Fla.—SC 679**.

8th ND: Mobile, Ala.—*Ludlow* (DD 438)** and YMS 114**; Houston, Tex.—*Woodworth* (DD 460)**; *Porpoise* (SS 172); PC 1212**; and YMS 294**; New Orleans, La. — *Tarpon* (SS 175)**, PGM 21 and LCI 1071**; Lake Charles, La.—LST 270** and PGM 22; Vicksburg, Miss.—LST 783** and LCS 124; Greenville, Miss.—LST 888** and LCS 59*; Beaumont, Tex.—LST 953 and PGM 25; Helena, Ark.—LCI 76**; Memphis, Tenn.—LCI 638**; Guntersville, Ala.—LCS 121; Birmingham, Ala.—LCS 32*; Knoxville, Tenn.—LCS 35*; Baton Rouge, La.—LCS 128**; Gulfport, Miss.—PC 586**; Pensacola, Fla.—PC 1078; Port Arthur, Tex.—PGM 16; Chattanooga, Tenn. — PGM 21**; Corpus Christi, Tex.—PGC 28 and Galveston, Tex.—PGM 29.

9th ND: Detroit, Mich.—YMS 109**, YMS 13**, and PC 799**; Chicago, Ill.—YMS 268**, YMS 291**, PC 1216**, YTL 603** and YR 58**; Peoria, Ill.—LCI 1596**; Rock Island, Ill.—LCI 1664**; Quincy, Ill.—LCI 674**; St. Louis, Mo.—LCI 952** and SC 716**; Evansville, Ind. — LCI 962**; Joliet, Ill.—LCI 1097**; Cleveland, Ohio—PC 778**; Bay City, Mich.—PC 781**; Duluth, Minn.—PC 782**; Saginaw, Mich.—PC 785**; Milwaukee, Wis.—PC 808**; Toledo, Ohio—PC 817**; Green Bay, Wis. — PC 1213**; Sheboygan, Wis.—PC 1237**; Michigan City, Ind.—PC 1240**; Cincinnati, Ohio—SC 665**.

11th ND: San Diego, Calif.—*Uhlmann* (DD 687)**, LCI 715** and *Steelhead* (SS 280); San Pedro, Calif.—*Twining* (DD 540)**, *Wedderburn* (DD 684)**, LCI 818**, and *Sawfish* (SS 276); and Santa Barbara, Calif.—*Weeden* (DE 797)**.

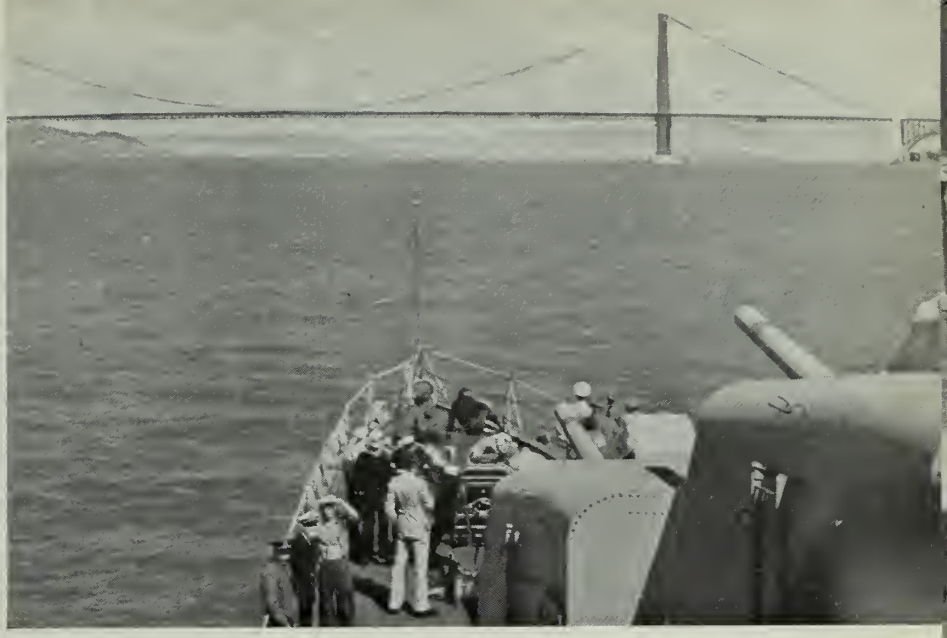
12th ND: Oakland, Calif.—*Shields* (DD 596)** and PCS 1445**; San Francisco, Calif.—*Colahan* (DD 658)** and PCS 1446*; Sacramento, Calif.—*T. F. Nickel* (DE 587)**; Stockton, Calif—*D. A. Joy* (DE 585)**; and Vallejo, Calif.—*G. A. Johnson* (DE 583)**.

13th ND: Seattle, Wash.—*Rombach* (DE 364)*; PC 786* and *Puffer* (SS 268); Portland, Ore.—*Gilligan* (DE 508)* and *Pargo* (SS 264); Tacoma, Wash.—*C. E. Brannon* (DE 446)*; Gray's Harbor, Wash.—*Johnnie Hutchins* (DE 360)*; Everett, Wash.—*R. F. Keller* (DE 419)*; and Bellingham, Wash.—*Grady* (DE 445)*.

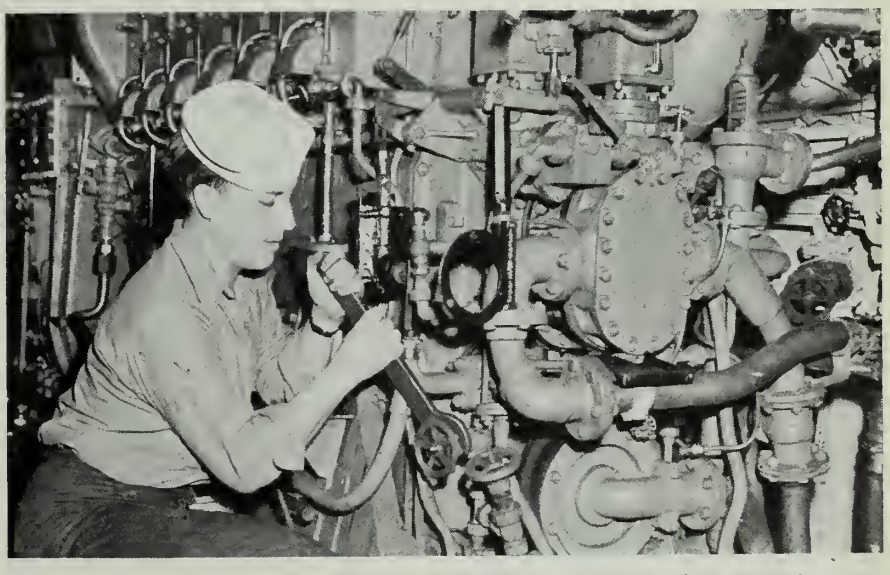
14th ND: Pearl Harbor, T. H.—PC 1590**.

Potomac River Naval Command: Washington, D. C.—*Plunkett* (DD 431)**, LST 987** and *Drum* (SS 228)**.

Tentatively assigned ships and locations have not been listed.



STANDING IN San Francisco Bay after successful weekend cruise off California coast is Reserve destroyer *Shields* (above), assigned to Oakland Surface units.



WRENCH IN HAND, Reserve shipkeeper (above) checks valves on submarine *Permit* at Philadelphia. Facilities of DE 748 (below) are used for dockside training.



THEY MAKE THE SHIPS GO

THE PULSING THROB of powerful turbines, the thick smell of hot oil, the clang of the engine-order telegraph, sweaty men are familiar environs to the men who "make her go" —the engineering force.

The modern engineering force—affectionately dubbed the "black gang" by their rivals, the deck force—is a far-cry from the early day engine room crew and the change is a result of equally great changes in main propulsion engineering itself.

Early in this century the Navy began the development of steam turbines for battleships, cruisers and destroyers, and of internal combustion engines and storage batteries for submarines. With these developments came the need for a highly specialized engineering force. New jobs were born—jobs which required the skills of trained technicians in many fields. When uss *New Mexico* was launched in 1917, not only was a new era in seapower born — that of electrically-driven battleships—but the evolution of the black gang was climaxed.

The black gang's first step to modernity was taken when the first automatic stoker was installed in a ship, replacing sweaty human stokers. The step was preceded by legislation, signed by President McKinley on 3 Mar 1899, which consolidated the engineer officers with the line and abolished the old Engineers Corps. This legislation also remedied certain inequalities in pay of the engineers.

Reciprocating engines were the next to go, giving way to the newly developed steam turbines. Such a turbine is one of the most simple of engines.

Bridge's Order 'Stand By To Answer All Bells' Alerts Modern Engineering Force; Black Gang Is Far Cry From Engine Room's Early Days

It operates on the same principle as the windmill, where a breeze striking the blades causes the shaft to rotate. In the steam turbine, jets of steam are directed against the turbine blades. The turbine's speed, power and efficiency are largely determined by the arrangement, number and strength of the turbine assembly, together with the direction and force of the steam jet.

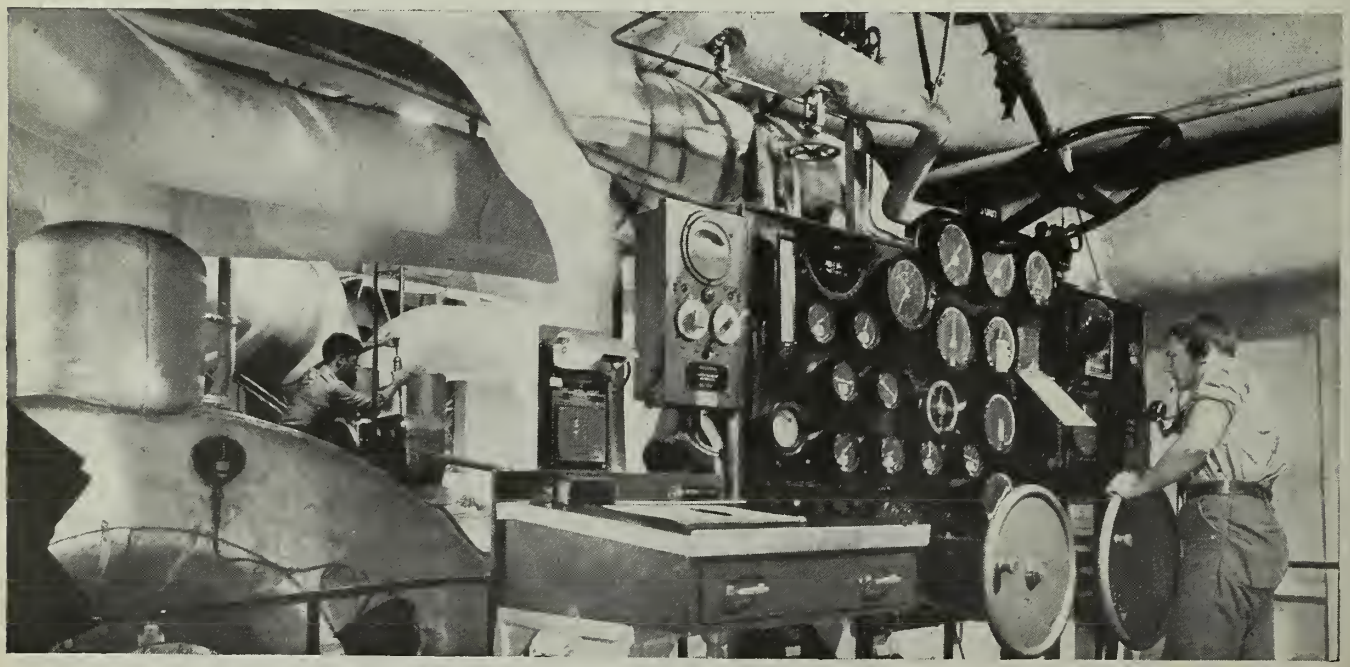
The turbine has been continuously improved since the early inception of the principle. For many years power plant engineers have been striving for greater economy in the use of fuel and have developed machinery producing remarkable results—turbines operated with high-pressure and high-temperature steam. This machinery became standard equipment on U. S. ships, where fuel economy is even more important than in land-located electric power stations, about the time World War I began and was one of the greatest single changes ever made in marine engineering. Installation was under the direction of BuShips, then the Bureau of Engineering.

A further refinement was the adoption of double reduction gears, through which to transmit the great power of the new turbines. These double reduction gears reduce rpms between turbine and propeller shaft by 10 to 12 times. Double reduction gears now in use are superior to the single reduction gears used prior to World War II in that, for one thing, the tooth and bearing pressures are lower.

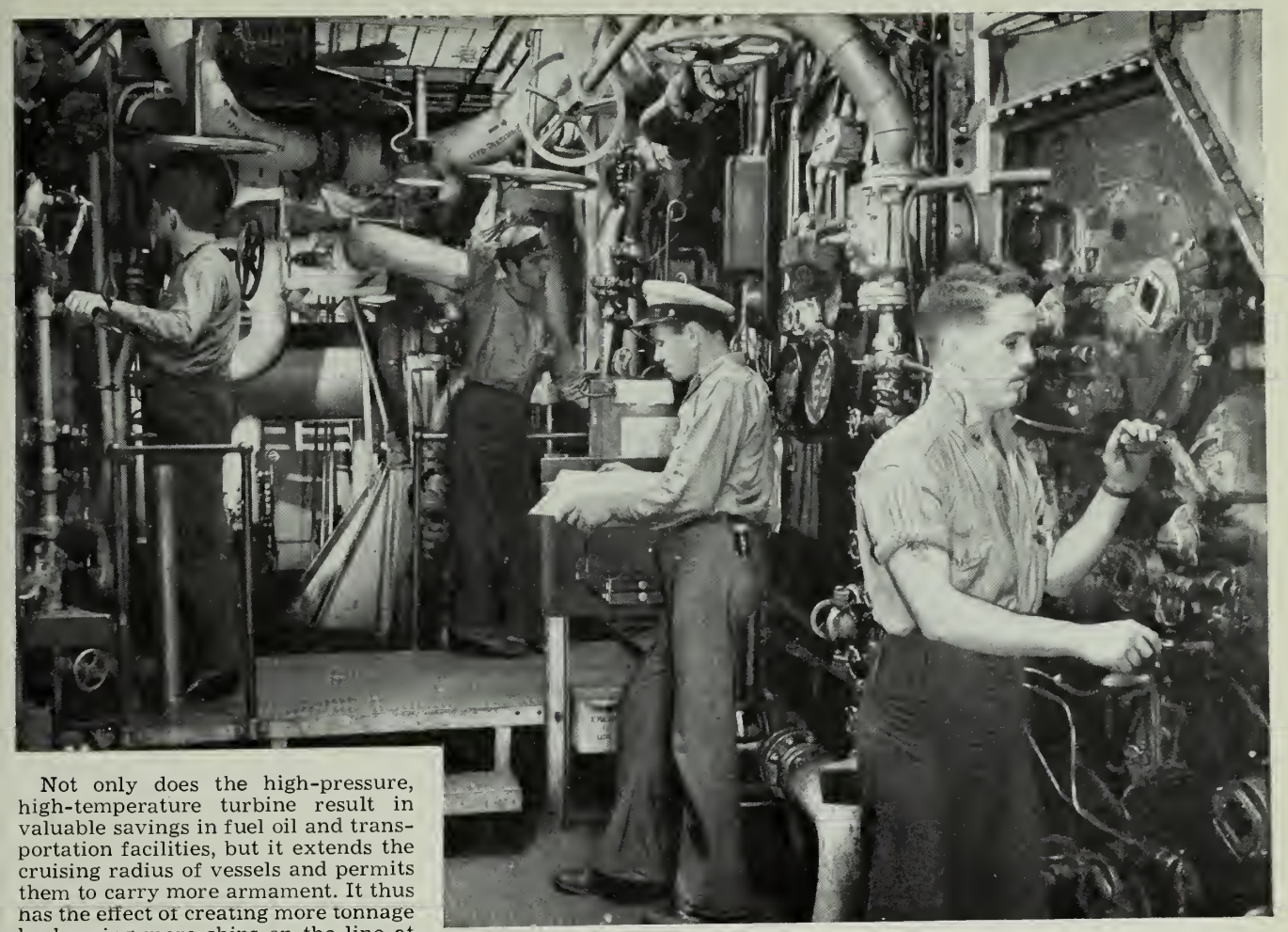
Efficiency of the turbine is increased by introducing the steam through several turbines operated in series before it has spent its force. The ship's forward and reverse progress is controlled by increasing or decreasing the steam supply and the number of turbines into which the steam is driven. At its highest temperature, the steam is so hot it heats the pipes to a dull red and requires use of highly specialized equipment. New types of steel and other metals were developed to handle the high pressures and temperatures.

With the development of high-pressure, high-temperature turbines came the need for a more satisfactory deaeration system. Oxygen is a great destroyer of boiler tubes and drums. When the temperature of feed water is raised, as in the high-temperature turbines, its attraction for oxygen is increased. The Navy, realizing the oxygen in feed systems was a more serious matter on board ships than in central power plants, successfully constructed what is probably one of the most efficient systems for removing oxygen from feed water, using much of the experience gained in the steam power plants located ashore.

A later development was the double casing on the control boilers within which air necessary to support combustion was confined, having a definite military asset in case of gas attack.



MAKING her go is the vital task of men of the engine room force, the "black gang," aboard warships of today's Navy.



PROGRESS in propulsion engineering makes today's "black gang" a far cry from early-day engine room force. Familiar sight to them is maze of dials and valves.

Not only does the high-pressure, high-temperature turbine result in valuable savings in fuel oil and transportation facilities, but it extends the cruising radius of vessels and permits them to carry more armament. It thus has the effect of creating more tonnage by keeping more ships on the line at all times.

The present day engineering department is responsible for the care and operation of all machinery which is concerned with propulsion of the ship and its heating, lighting and other auxiliary services, such as refrigeration and distillation of fresh water. This department is headed by an engineering officer, the chief engineer, who is senior to all watch and division officers. He is chosen and assigned by BuPers. In addition to his engineering duties, the chief engineer directs the training of officers and men in his department and is responsible for keeping the bell book and other operational and maintenance records. In battle, he personally supervises operation of the machinery.

A typical engineering organization on a large ship is made up of the M, B, E and A divisions, all under the direction of the chief engineer. M division is responsible for the main engines of the ship and usually consists of machinist's mates and firemen strikers. B division, made up of boilermakers, water tenders and strikers, maintains operation and repairs the boiler's steam fittings. E division is responsible for the operation, maintenance and repair of electrical equipment on board ship by electrician's mates and strikers. Motor machinist's mates, machinist's mates and strikers make up the A division which takes care of all auxiliary engines such as pumps, air conditioning equipment, water purifying systems and motor boats. Each of these divisions is under the direction of a division officer and his assistant.

When the new rating structure goes into effect in 1948, many of these ratings will undergo changes, the only ones remaining basically the same are electrician's and machinist's mates (see ALL HANDS, March 1947, p. 59). A new rating of engineman (EN) will absorb partially the present rating of MOMM. He will operate, maintain and repair diesel and high-powered gasoline main propulsion and auxiliary engines. A boilerman (BT) will take over the duties of the present water tenders and boilermakers, operating and repairing all types of marine boilers and equipment. Another new rating, that of machinery repairman (MR) will function as a shop machinist. using precision machine and hand tools, and perform major machinery overhaul.

When getting underway or entering port, the engineers' special sea detail is piped. If getting underway, the boilers are lit off from one to one-and-a-half hours prior to departure time and are usually ready to shove off a half-hour early. The main engines are kept turning over intermittently and all auxiliaries are warmed up.

"Stand by to answer all bells," is the order from the bridge that puts the engine and fire rooms on the alert. When the first bell signal comes over the engine-order telegraph, a sort of controlled bedlam breaks loose. Each hand turns to his own job. Throttlemen feed the steam at 600 pounds per square inch, 850 degrees temperature, through the main propulsion engines.

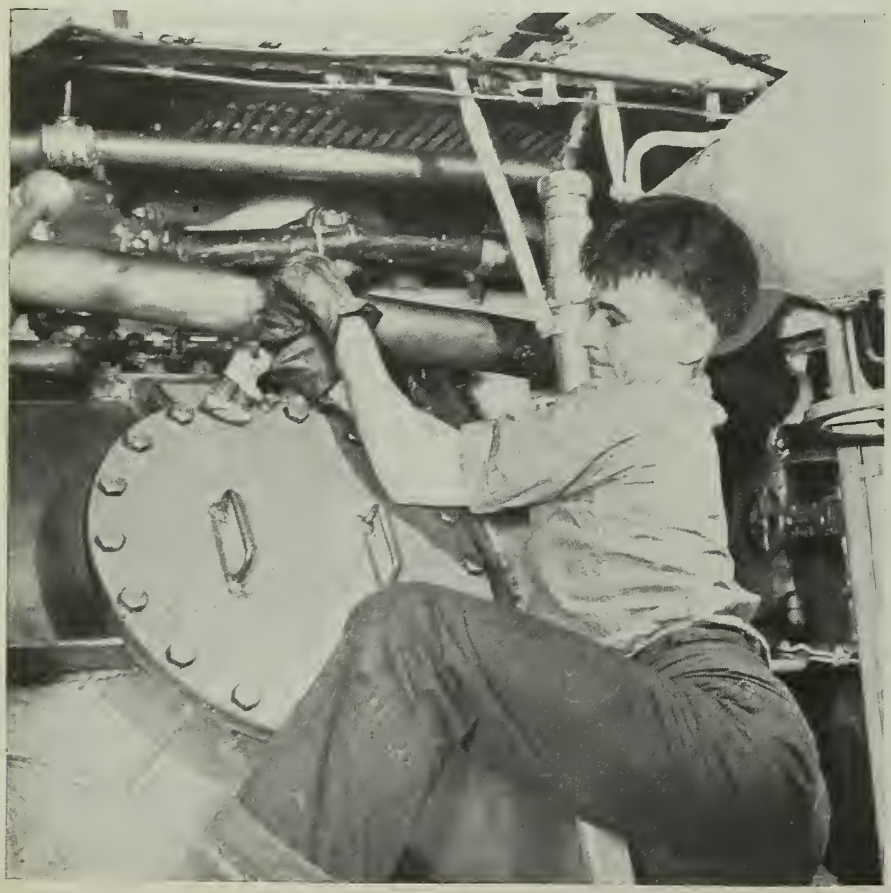
Signals come down to the fire and engine rooms simultaneously. When the signal comes to make more speed, the throttle man, a machinist's mate or leading fireman striker, spins the throttle open at the same time the firemen in the fire room are cutting in burners to keep pressure up in the boilers.

The throttle man has great responsibility not only in maintaining rpms, but also in watching the steam pressure to prevent popping of the safety valves, giving the bridge a bath of rust and scalding water.

After 50 or 60 bell signals of "Ahead, one-third" and "Back, two-thirds," the men in the engine and fire rooms begin to wonder just what's happening topside, the ship doesn't seem to be going anywhere but back and forth. The men on the bridge and in the deck force however, know that maneuvering out of a harbor is an intricate task, and a lot of bell signals are re-



IT'S ALWAYS night deep in bowels of ship where members of engine room force stand watches. On board cruiser, engineer closes the steam and air ejectors on a boiler, above, while another bolts down condenser plate after inspection, below.



quired before the order for standard speed is given. When the bridge does order standard speed, the fire and engine rooms settle down to a normal steaming watch—but that doesn't mean the black gang can secure.

It is the water tender's job to keep smoke at a minimum. The tiniest wisp of smoke will result in the cry from the bridge to "knock off that damn smoke." To remedy the situation, the water tender quickly speeds up or slows down his forced-draft blowers.

Usually at two-thirds ahead, or 10 knots on the later type burners, the super-heater is lit off, which means two fires in each boiler. If a CO waits until the ship is making full speed before ordering the super-heaters lit off, the result is dense smoke. When the ship is making full or flank speed, there will be from eight to 12 inches' air pressure in the boiler, and lighting the super-heater becomes difficult. Pressure in the boilers is measured by a manometer, an air pressure gauge. The air pressure is usually kept at a minimum to reduce smoke, and for economical reasons.

Whenever changes of speed are ordered, the chief engineer gives the necessary instructions regarding the cutting out or cutting in of boilers, or other changes he desires in the operation of the department.

The normal cruising watches below are very much alike. There is no sunrise or sunset, no rain, no stars, no squalls. The black gang work is in the same atmosphere of warmth—too much for comfort at times—watch after watch, day after day. Each four-hour watch is a prototype of all that follow.

When a breakdown (or casualty as it is called) occurs, the control engine room is notified. They, in turn, notify the bridge. It is general casualty procedure for every engineer not needed at his station to come below to turn to. The JV phones have a field day with all divisions inquiring as to the nature of the breakdown. While the bridge impatiently awaits repairs and agrees that the engineers are the slowest people on earth, the snipes are up to their elbows in grease and machinery. Very often, sometimes while the casualty is being reported up the chain of command, steps have been taken to get the engines back on the line. Usually by the time the chief engineer is at the bridge giving his report to the CO, the machinery is working again.

A common occurrence on a cruise, and a headache to the engineering department, is getting water in the fuel oil. When this happens, it will cause any stack in the fleet to throw out a screen of multi-colored smoke, and give any OD the screams. The surest and quickest remedy is to pump the contaminated oil over the side and switch fuel tanks.

Even though the future will bring new developments in design of power plants, with the possibility of the revolutionary change to atomic power, the rivalry between bridge and black gang undoubtedly will continue.





EMERGENCY supplies loaded (left) at NAS, Corpus Christi. Portable communications unit (right) from NAS, Dallas, at scene.

THE NAVY LENDS A HAND

PEACETIME DISASTERS are met by the Navy with the same all-out effort as war emergencies.

Most recent instance of this was the Navy's performance during the Texas City catastrophe. Almost before the initial explosion had subsided, the Navy was mobilizing personnel and facilities in the area to render all possible assistance.

Doctors, nurses and corpsmen were rushed from 8th ND activities, including NAS, Dallas, and the Naval Hospitals in Houston and Orange. Medical supplies—blood plasma, penicillin, surgical dressings, morphine, etc.—were flown to the scene in planes manned by aviators from naval air stations at Dallas, Corpus Christi, New Orleans and Los Alamitos.

Naval personnel at NAF, Hitchcock, just eight miles from ill-fated Texas City, felt the initial explosion and proceeded at high speed to the scene where they acted as stretcher bearers, ambulance drivers, and rescue workers. Many penetrated directly into the danger area, saving trapped victims and removing bodies.

The station was equipped and set up as a hospital for handling surgery, giving medical care and housing and feeding 600 evacuees. Medical personnel from NAS, Dallas, and the Naval Hospitals at Houston and Orange staffed the emergency hospital.

One of the greatest services provided by the Navy was fast transportation of supplies and personnel. A total of 22 mercy flights were made by Naval Reservists from NAS, Dallas. Reserve pilots of NAS, New Orleans, flew 5,000 units of blood plasma to the Marine Hospital at Galveston and later, at the request of the War Assets Administration, 4,000 pounds of medical and relief supplies to centers in Galveston and Houston.

Naval activities helped to maintain communications between Texas City and the cities of the Southwest. The radio station of Organized Surface division 8-97, Port Arthur, relayed dispatches between New Orleans and Galveston.

A portable emergency communication unit was sped to the scene of the disaster by NAS, Dallas. Manned by five Naval Reserve radiomen and equipped with one ATC type transmitter and one ARB type receiver, the unit sent emergency dispatches from Texas City hospital and civilian headquarters to NAF, Hitchcock, and NAS, Dallas. Only communication between the dangerous dock area and the city police was provided by the unit.

Explosion of the ship *High Flyer*, just 100 yards from where the unit was working, interrupted the transmission of messages for a time. Two radiomen were injured, but communications were quickly reestablished and the pitiful needs of blast survivors again were provided a voice.



ALL HANDS turn to at NAS, New Orleans, to load hospital equipment into TBM bomb-bay as Navy renders all possible assistance during disaster.





SLUGFEST (left) between *Essex*, flagship of Commo. Porter (right), and HMS *Cherub*, was fought off Valparaiso in 1813.

'LIKE FATHER LIKE SON'

ONE DOESN'T have to be a Freudian reader to realize that men in the famous Porter family followed closely along the old adage of "like father like son." Of the great fighting heroes that our Navy has produced through the ages of history, there have been few that have surpassed in daring and intrepidity Commodore David Porter and his son, David Dixon Porter.

Coming from a sea-loving stock, David Porter, who was born in Boston on the 1st of February 1780, went to sea with his father at the age of 16 in a trading vessel. His first experience at sea found young Porter taking part in the defense of the crew against a British pressgang, which was fought off after several men had been killed and wounded on each side.

On his second cruise his ship was again encountered by the British. Porter and his shipmates were captured and put in irons when refusing to work for the British. Brought to the mast to be whipped into obedience, the patriotic lad broke away from his guards, leaped overboard, and swam to a Danish ship. He sailed with the ship to Europe, and once again, on the return home, was captured and brutally treated on board a British man-of-war.

Indignant, he decided to find a better means than the merchant service for fighting the British tyranny of the sea, and became a midshipman in the Navy in February 1798. He was ordered to report to Capt. Thomas Truxtun of the frigate *Constellation*, and was on that ship in its cruise in the West Indies, fighting the French (see ALL HANDS, May 1947, p. 22).

Porter's first experience in the Navy stamped a brilliant mark on his record. Under the able leadership of Truxtun, the *Constellation* encountered and captured the *Insurgente*, a French ship that had menaced the American West Indies trade. With Lieutenant John Rodgers and eleven men, Midshipman Porter was sent aboard the *Insurgente* to take charge of the prize. In midst of the act of transferring the French crew, a hurricane descended on the two ships and blew them apart.

Left with about 170 Frenchmen aboard, the prize crew cleared the wreckage, and drove the prisoners below, keeping them at bay with a loaded gun.

After three days and two nights, Rodgers and Porter brought the *Insurgente* safely into the harbor of St. Kitts, where they found the *Constellation* anxiously awaiting them.

Promoted to lieutenant in 1799, Porter was assigned to the schooner *Experiment* in Haitian waters. The *Experiment* was attacked by 10 picaroon barges while convoying some merchantmen. Its commanding officer expressed the opinion that to resist would be futile, and proposed surrender as the wisest course.

"What," cried Porter. "Without striking a blow? No, sir! All hands to quarters! Out with those guns!"

Sweeping the captain aside, Porter took charge and attacked the picaroons by surprise. The pirates were driven off and the fleet saved.

During the war with Tripoli, Porter served in the *Enterprise* and took part in the fight with the Moorish war vessel *Tripoli*, which was taken after a desperate struggle. Later transferred to the *Philadelphia*, David Porter suffered the humiliation of defeat with others of the American squadron in the Mediterranean when the *Philadelphia*, while chasing a Tripolitan cruiser, ran aground in the harbor of Tripoli. For 19 months members of the crew of the ill-fated *Philadelphia* were captives in the Bashaw's castle.

After the work of the Mediterranean squadron had ended, Porter returned home to be promoted to Master-Commandant on 22 April 1806.

A naval station had been commissioned in New Orleans in 1804 from which a squadron of gunboats operated to protect the growing commerce at sea against swarms of free-booters under the guise of French, Spanish and English privateers. Porter was placed in charge in 1808, and with 20 gunboats engaged in the service to protect the export trade. During the next two years he captured three of the worst offenders.

When, during the War of 1812 the Navy dispatched three groups of ships to raid the extensive British commerce which regularly passed northeastward in large convoys from the West Indies and South America to England, Capt. David Porter was given the command of the frigate *Essex*, serving in the group of which Commodore Bainbridge, who carried his flag aboard the *Constitution*, was in charge.

Porter's first cruise began in July 1812, shortly after war had been declared. The *Essex* had originally carried 26 long 12-pounders and 16 24-pounder carronades, but the Navy Department took 20 of his long twelves

away and replaced them with 16 32-pound carronades. Had Porter possessed his original battery the history he subsequently made might have been shaped differently.

Disguising the *Essex* as a merchant ship Porter combed the waters of South America in search of British ships. In her guise, the *Essex* made her way unsuspected into a convoy of merchantmen carrying British troops to Quebec, capturing one of the ships.

On 13 August the *Essex* encountered another British vessel and, during a swift battle in which the Americans waited until they were fully abreast of the British, fired a broadside into her. Taken by surprise, in panic, the enemy tried to run away, but in vain. She proved to be the corvette *Alert*. None of her men was killed, and only three were wounded, but she was shot so full of holes that when the Americans reached her deck there were seven feet of water in her hold.

On returning from his first cruise, Porter had captured nine prizes and more than 500 prisoners, and had retaken five American vessels from prize crews.

The second cruise proved to be a series of misadventures. Setting out from the Brazilian coast on 26 January 1813, Capt. Porter first had to combat dysentery and, when crossing the Horn, panic that broke out among the crew in rough weather.

The *Essex* ran havoc in the Pacific among British shipping, capturing many prizes. At one time Porter only had 10 men to work his ship, all the others having been sent out as prize crews. One prize, the *Atlantic*, was converted into an American cruiser, under the name of *Essex Junior*, and placed into convoy duty.

The British had sent out the frigate *Phoebe*, commanded by Capt. Hillyar, to capture the *Essex*, and caught up with her in Valparaiso, Chile, a neutral port. The British had been informed that most of Porter's crew was ashore, and decided to take advantage of the fact.

Their Common Heritage The Sea, the Porters With Daring Leadership Brought Glory to Navy In Two Important Wars

Sailing into the harbor, the *Phoebe* steered straight for the *Essex* until she was within 15 feet of her side. Expecting to find the *Essex* and easy prey, Hillyar was to find, to his discomfiture, that Porter was waiting for him with open arms. Porter was fully prepared and eager to fight, the decks being full of guns and men.

Quickly changing his mind, the Britisher called out: "Capt. Hillyar's compliments to Capt. Porter, and hopes he is well."

"Very well, I thank you," Porter returned, "but I hope you will not come too near for the fear some accident might take place which would be disagreeable to you."

The *Phoebe* slipped away, but a few days later Porter challenged Hillyar to meet the *Essex* alone to fight it out for the honor of their flags. Hillyar agreed and both sides prepared to fight.

When the *Essex* came out of the harbor and some shots were exchanged, the *Phoebe* squared away for the *Cherub*, a smaller British warship, which had been sent to leeward to be out of the fight.

In this brief movement, Porter found that he had the faster ship of the two, and decided to make sail for the open sea. Since other British ships were expected he had no desire to be caught in a trap. It was then the misfortune of the *Essex* began. A sudden and violent squall struck her with such force that it carried away the maintopmast. The two British ships gave chase while Porter turned to seek his old anchorage, but the wind shifted, and the crippled *Essex* could not make it. He was forced to run into a small bay and drop anchor.

With the shifting of the wind, Porter ordered to make sail, but found that only the flying jib could be spread. Turning his ship toward the shore, he determined to beach her, fight to the last shot, and in the end, blow the *Essex* up.

Porter's resistance was a superb demonstration of fighting spirit, and the action is one of the most cherished traditions of our Navy. An explosion below drove men to fear that the magazines would blow up, and many jumped over the side to lose their lives on the treacherous shore. When only 75 of the 250 men were left to fight, David Porter gave "the painful order" to haul down the colors. Thus, after one of the most heroic fights in history, ended the cruise of the frigate *Essex*.

Porter's career embraced only one more scene of war. After serving as Commissioner of the Navy from 1815 to 1823 he was sent to the West Indies to operate against pirates that were still plentiful. He succeeded in breaking up their haunts, but in 1824 certain indignities against American interest and insults to an American lieutenant by Spanish authorities in Puerto Rico, led Porter to interfere and force an apology from the authorities. His action on this occasion did not meet with the approval of the State and Navy departments, and he was suspended for six months by a court-martial.

Indignantly he resigned his commission as commodore and entered the Mexican service where he was made commander-in-chief of the Mexican navy. Returning to the United States in 1829, he was appointed consul gen-





CAPTURE of Fort Fisher (right) was aided by the effective bombardment of the Fleet commanded by Admiral Porter (left).



GALLANT *Essex* is cut to pieces by the fire from the British warships *Phoebe* and *Cherub* in one of the most heroic defensive naval battles in world's history.

eral at Algiers, and subsequently, in 1831, became the United States Minister at Constantinople where he died on 28 March 1843.

David Dixon Porter was born on 8 June 1813, while his father, David Porter was in command of the *Essex* scouring the Pacific.

From his father, the younger David inherited the fine spirit of general efficiency and the fighting edge of the old Navy.

When his son was still a child, Commodore Porter took him to sea on a cruise with the West Indies squadron. When his father was in command of the Mexican navy, young Porter was made a midshipman in the same service, and served in the schooner *Guerrero*, commanded by his youthful cousin, Capt. David H. Porter. The *Guerrero* engaged a Spanish frigate, and after a desperate fight, in which Capt. Porter and 80 men were killed, the Mexican ship was forced to surrender. David Dixon was imprisoned but was soon set free to return home; in 1829 he entered the United States Navy as a midshipman.

The beginning of David Dixon Porter's naval career found the country in a profound peace, with little opportunity to excel in the fighting traditions so familiar with the great family. In 1841 he was promoted to lieutenant, a grade in which he remained for the next twenty years, being kept fairly passive until the outbreak of the Civil War.

In the Mexican war he took part in every action on the coast as captain of the *Spitfire* in the fights at Tuxpam and Vera Cruz.

The Civil War gave Porter the opportunity to distinguish himself in the manner accustomed to the Porter tradition. His first service in the war was to assist in the relief of Fort Pickens at Pensacola. He was then in command of the *Powhatan*.

Because of Porter's recommendation, Farragut was given command of the West Gulf blockading squadron which was to operate against New Orleans, and Porter was put in charge of the fleet of mortar boats. By Farragut's order Porter, in April 1862, began a bombardment of Forts Jackson and St. Phillip, which guard the way up the Mississippi. After six days of constant bombardment, into which was thrown more than 16,000 shells; the forts were destroyed to such a degree that Farragut's fleet could pass easily and subsequently captured New Orleans. A few days later both forts surrendered to Porter.

In October 1862, he was placed in charge of the Mississippi squadron as acting rear admiral. At the Navy Yard at Mound City, Ill., he converted ordinary river boats into gunboats and soon had an effective fleet of 120 gunboats.

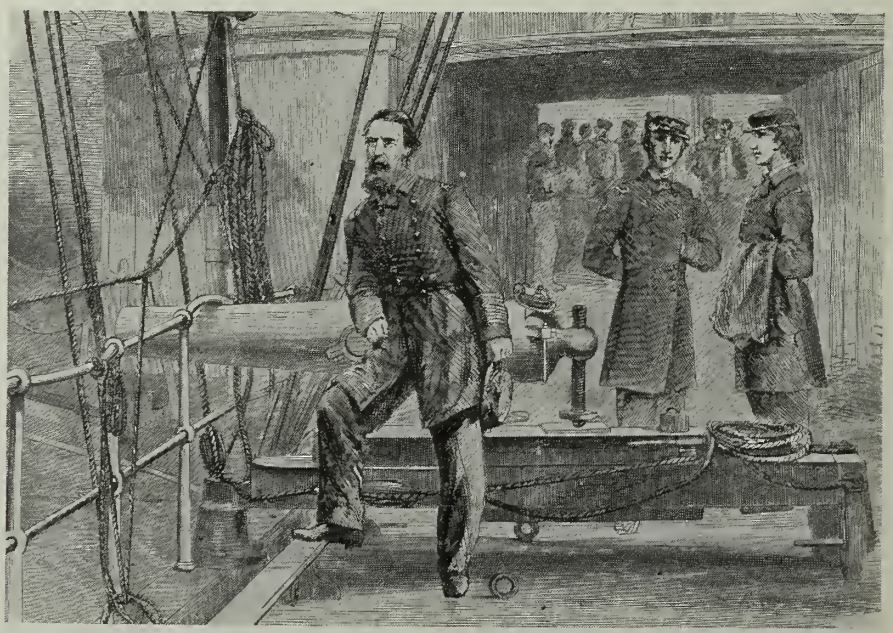
With this fleet he assisted in the capture of Arkansas Post in January 1863, and next succeeded in running past the batteries of Vicksburg and reducing the Confederate forts at Grand Gulf.

For his cooperation with Gen. Grant in the siege of Vicksburg, David Dixon Porter received the thanks of Congress and was promoted to rear admiral for "opening the Missisippi."

In the spring of 1864 he assisted Gen. Banks in the disastrous expedition up the Red River, and it was only through super-human efforts that he succeeded in saving his vessels. He was placed in command of the North Atlantic blockading squadron later that year, and helped to capture Fort Fisher after a long and destructive bombardment by his fleet on 15 January 1865. For this act he also received the thanks of Congress.

With the end of the Civil War, Porter became Superintendent of the Naval Academy at Annapolis. Fresh from his victories, promoted to the rank of vice admiral, he was the idol of the middies. Following the death of Farragut in 1870, he received the commission of Admiral. During the remaining years of his life, Porter was President of the Board of Inspection, and engaged in writing, chiefly on professional subjects. He died in Washington 13 February 1891 at the age of 78.

Looking back, we greatly acknowledge the everlasting atmosphere of martial glory that the Porters, father and son, have both written into the traditional splendors of our navy. Much water will have passed before such another great father-son team will inscribe its name in the annals of history.



GLORIOUSLY following in the footsteps of his father, Admiral David Dixon Porter (pictured leaning on a gun), became famous as a Civil War hero.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Order of Precedence

SIR: On our ship we have an enlisted recreation committee composed of a CBM, CQM and CMOMM. We have been having some trouble choosing a senior member. The CBM claims he has precedence over the others and he should be senior member, but the CQM has the most time in rate and the most total naval service. Which one should be appointed the senior member?—J. P. G., CY, USN.

• *The military order of precedence under present instructions (Article D-5102, BuPers Manual) lists the CBM as the senior for purposes of military command. However, military courtesy and custom provides that the CQM, in this case, is the senior. In the case of a semi-official committee acting under the orders of the CO, the CO should designate the responsible petty officer.*—ED.

Transfer to Fleet Reserve

SIR: I served four years as USNR O-1. Will this time count towards transfer to the Fleet Reserve after 20 years' service? 30 years?—R. P., CSK, USN.

• *If it was active service, other than training, in class O-1, USNR, the time will count for transfer to the Fleet Reserve after either 20 or 30 years' service.*—ED.

Shipping-Over Money

SIR: Is there a limit to the amount of shipping-over money a man can draw?—J. R. Z., CMM, USN.

• *No. The pay bills in effect prior to the Pay Readjustment Act of 1942 provided for a monetary limitation on reenlistment allowances. The 1942 Act however, made no restriction on the number of years for which a person may receive reenlistment allowance. There have been no further directives on this subject since that time.* —ED.

Mustering Out Pay

SIR: In May 1945 I was asked to extend my enlistment rather than ship over. After agreeing, I found that if I had demanded to be paid off and then shipped over, I would have received $300 mustering out pay. This way I got nothing. I go out on 20 in July and the way I see it, that little bit of cooperation cost me $300. Am I right?—J. A. K., CHMUS, USN.

• *No. MOP has never been paid for extension of enlistments. However, if otherwise eligible, MOP will be made at the time of final discharge or your ultimate relief from active service.*—ED.

Time in Rate

SIR: (1) Is it necessary to serve six months as S1 until you can advance to SPY3? (2) What is the policy regarding the advancement from S2SPY to SPY3 after graduation from the NavSchool for Control Tower Operators? (3) May a S2, having served six months in a tower without having gone to school, get TAD at the school and graduate as SPY3?—Nine SPY strikers.

• *(1) For actual advancement to SPY3, you must serve six months as S1, although you may qualify for the advancement sooner. (2) A man must advance from S2SPY to S1SPY and serve six months in that rate and must qualify for advancement to SPY3 before such advancement can be made. (3) No. He must serve six months as S1SPY and be qualified for advancement before becoming eligible for SPY3. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). (See also* ALL HANDS, *October 1946, p. 51.)*—ED.

Commissions and Active Duty

SIR: I am on active duty as a station keeper in USNR (V-6) as a CM. BuPers has offered me a permanent commission as CHCARP, USNR. Can I accept this commission and also remain on active duty as an enlisted station keeper?—R. C. S., CM, USNR (V-6).

• *No. Once you accept the commission, your enlisted status is terminated and you will not be able to remain on active duty as an enlisted station keeper.*—ED.

Minority Enlistments

SIR: In ALL HANDS, March 1947, p. 30, you state that a minority enlistment may be counted as four full years for pay purposes. Our disbursing officer claims that this is incorrect. Is it?—V. A. C., Lt., USN.

• *Our answer was incorrect. A minority enlistment may not be counted as four full years for pay purposes. A minority enlistment counts only up to the actual time served for purposes of pay, longevity and reenlistment allowance.*—ED.

Longest Alnav?

SIR: The radio gang on our ship would like to know what the longest Alnav ever sent out over a fox circuit was. One member claims that he copied one right after the end of the war that consisted of 24,000 groups. Was there such a message and if so, was it the longest ever sent?—H. D. C., RM1, USN.

• *The Navy maintains no record of the lengths of this type of communication. However, maybe some radiomen in the fleet have their own figures. How about it?* —ED.

Retirement Credit

SIR: In 1931 I was discharged from the regular Navy after serving a minority cruise. I then shipped in the Naval Reserve, Class F-2. After serving nine months, I reenlisted in the regular Navy. Does the time I spent in the Naval Reserve, Class F-2, count towards retirement?—H.F.K., CCS, USN.

• *Service in the Naval Reserve, Class F-2 is counted for retirement and longevity purposes if retirement is effected from the Fleet Reserve. Inactive service in Class F-2 may not be computed for retirement with benefits of 30 years' active military service.* —ED.

Advancement in Rate

SIR: I was honorably discharged from the USCGR as BM2 after serving three years. I shipped over into the Navy as S1 and was recommended for coxswain. I was told I had to serve as S1 for six months before advancing. Now that I am eligible, the BM rates are closed. (1) How long will this condition exist, and (2) will I have preference when advancements can be made? —F. R. S., S1, USN.

• *BuPers is keeping the situation under constant study for these ratings temporarily closed to advancement by Alnav 24-47 (NDB, 31 January). Adjustments will be made at such times as these studies show vacancies existing in the Navy as a whole. (2) No. All qualified personnel will have equal opportunity to advance.*—ED.

Dress Whites

SIR: Several years before I joined the Navy, dress whites were discontinued. (1) What were the reasons for this? (2) Is this permanent or will dress whites be back?—F. V. B., S1, USN.

• *(1) The enlisted men's dress white uniform was discontinued for the duration of the present emergency by Alnav 93-40. The dress whites were not considered essential for wartime. (2) It is expected that dress whites will again be a part of the uniform at some future date.*—ED.

Blue CPO Shirt

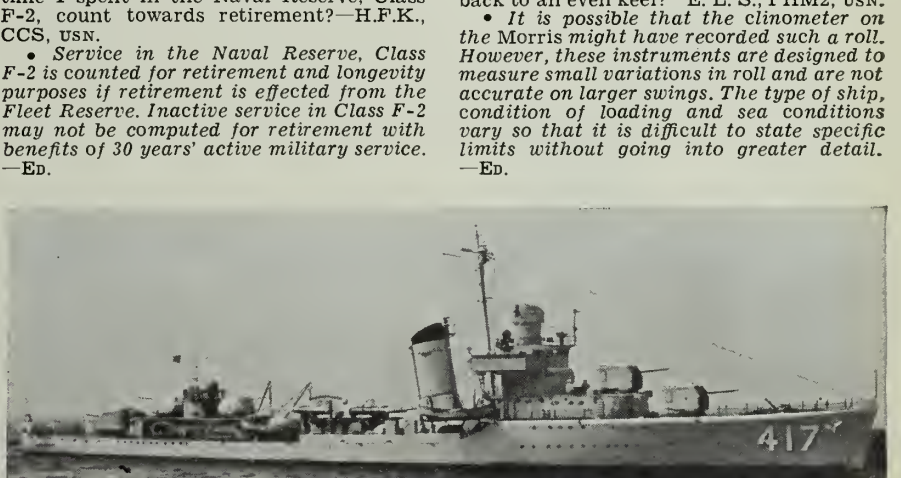
SIR: Is a blue CPO working shirt uniform aboard ship? If so, what kind of trousers is it to be worn with?—L. S., CBM, USN.

• *Articles 2-20(b) and 4-19(b), Uniform Regs, 1941, state, "The blue flannel shirts may be worn on board vessels and within station limits when weather conditions warrant it. It may be worn at other times when prescribed by the senior officer present." Although not specifically stated, it is intended only for wear with the blue uniform.*—ED.

Maximum Roll

SIR: When I reported aboard USS *Morris* (DD 417), I was told that on a previous patrol in the North Atlantic the ship hit rough water and made two rolls, the first one was 63 degrees to port and the next 84 to starboard. At that time, I believed the story, but now I think it was nothing but scuttlebutt. Is it possible for a ship, especially a DD, to roll that far and still come back to an even keel?—E. L. S., PHM2, USN.

• *It is possible that the clinometer on the* Morris *might have recorded such a roll. However, these instruments are designed to measure small variations in roll and are not accurate on larger swings. The type of ship, condition of loading and sea conditions vary so that it is difficult to state specific limits without going into greater detail.* —ED.



USS MORRIS—Did she roll 63 degrees to port, 84 degrees to starboard during rough patrol?

Journalists and Fingerprints

SIR: I am now a CCS. I read in ALL HANDS, March 1946, p. 58, that the new rate of journalist (JO) includes that of fingerprint expert. I would like to change to this rate because fingerprinting is my hobby. How can I do this?—H. B. P., CCS, USN.

• *You didn't read the book, chief. The new rating of JO does not include the present function of fingerprint expert (SPXFP). An emergency service rating of ESX will include the functions of fingerprint expert—but is not available for USN personnel. It is expected that the new rating structure, outlined in BuPers Circ. Ltr. 40-47 (NDB, 28 February), will go into effect about 1 Jan 1948.*—ED.

Graduate or Experienced

SIR: Does a S1 who is striking for SKD have to be a graduate of a class A school before he can advance to SKD3?—G. E. M., S1, USN.

• *No. Articles D-5209.021(1)(C), BuPers Manual require graduation from a class A storekeeper school or possession of the equivalent in practical experience for advancement to SKD3.*—ED.

Rating Badge

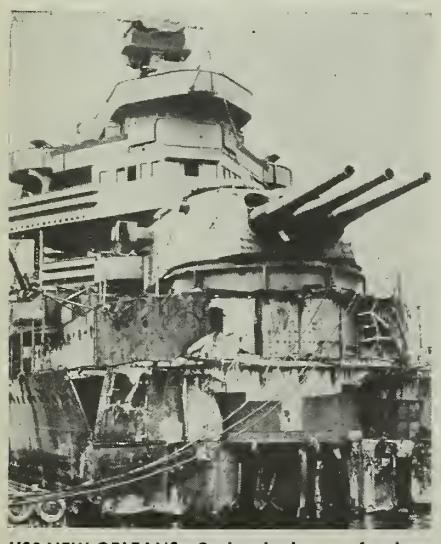
SIR: On 2 June 1946 my rate was changed from AOM3 to SPF3. Since that time I have been unable to find an SPF3 rating badge. Can you tell me where I can purchase one, and if not, what rate am I authorized to wear?—R. H. L., SPF3, USN.

• *Suggest you see the supply officer of your activity. An SPF can wear only the rating badge authorized for that rating and no other.*—ED.

New Orleans Lost Bow

SIR: Can you tell me when and where USS *New Orleans* (CA 32) lost her bow and where did she get a new one put on?—E. J. P., COX, USN.

• *On the night of 30 Nov 1942, the* New Orleans *(CA 32) with several other cruisers moved in off the northwestern tip of Guadalcanal in an attempt to block the "Tokyo Express"—Japanese ships which were bringing reinforcements and supplies to their forces on the island. During the battle that followed, the* New Orleans *was struck by a torpedo which tore off 125 feet of her bow. Although seriously crippled, the ship stayed afloat. A temporary stub bow was put on at Sydney, Australia, and the ship returned to a west coast navy yard where she was repaired.*—ED.



USS NEW ORLEANS—Cruiser is shown after battle with Japs in which her bow was shot away.

Precedence of Ratings

SIR: In ALL HANDS, March 1947, p. 57, you listed all the rates in the new rating structure that is going into effect in 1948. Since then, there have been numerous arguments concerning the precedence of the new ratings. Was your listing in order of precedence?—L. C. R., GM1, USN.

• *No. There has been no order of precedence of ratings established for the new rating structure as yet.*—ED.

Changing Rate

SIR: Am I eligible to attend aviation storekeeper school? If so, does my rate change to CSKV upon completion of the course?—R. A. I., CSK, USN.

• *SKs with considerable aviation SK experience, who are presently working in aviation activities, other than disbursing duties, and who are especially recommended by their COs, may submit requests to BuPers for this school and subsequent change of rate to SKV. BuPers will evaluate and make final decision in each case.*—ED.

Silver Star on Ribbon

SIR: Is it now, or has it ever been, correct and regulation to wear a silver star on any area ribbon to indicate that the individual was a survivor of a ship in that particular area?—D. A. C., CAERM, USN.

• *No. A silver star worn on an area ribbon always has denoted that the wearer has participated in five major engagements in that theatre of war and is worn in place of five bronze stars.*—ED.

Bonus for Advancement

SIR: Is there any bonus given for the Presidential Unit Citation with star for advancement to pay grade 2?—J. H. J., BM2, USN.

• *There is no bonus given for advancement to pay grade 2 by BuPers. The details of multiple computation for pay grade 2 rates have been delegated to administrative commanders listed in enclosure C of BuPers Circ. Ltr. 191-46.*—ED.

Shortage of ETMs

SIR: We have heard that there still is a shortage of ETMs. We would like all the information concerning ETM school and how to apply for this training.—L. C. S., S2, USN, and R. F. C., S2, USN.

• *For full information on ETM training see Alnav 290-46 (NDB, 31 May 1946) and BuPers Circ. Ltr. 5-47 (NDB, 15 January) (see also* ALL HANDS, *March 1947, p. 56). Local facilities may be used for obtaining answers to such questions as this and others regarding promotions, schools, sea/shore duty policy, etc. Directives are available at all commands and division officers will be glad to assist anyone to get the latest word.*—ED.

About Admirals

SIR: We have been having a dispute concerning admirals and would like your assistance in settling it. (1) Has there ever been such a rank as Admiral of the Navy? (2) If so, how many officers held that rank? (3) Is the rank still in effect? (4) Is this rank higher than Fleet Admiral?—W. F. V., S1, USN.

• *(1) Yes. An act of Congress on 2 Mar 1899 created the permanent rank of Admiral of the Navy. (2) There have been in earlier years three Admirals. However, of these, only one officer, George Dewey, has ever held the rank of Admiral of the Navy. (3) No. The act that authorized the rank for Dewey to hold also provided that when the rank was vacated by death or otherwise, it would cease to exist. In other words, the rank was created for Dewey alone. (4) No decision on the comparison of the two ranks has ever been made.*—ED.

Transfer to Army?

SIR: I am an ex-Army man and am writing in regards to the circular letter that states you can transfer back to the Army from the Navy. How do I go about it?—H. F. W., S1, USN.

• *What circular letter was that? There has been no directive published by the Navy that authorizes transfer to the Army of personnel on active duty. To enlist in the Army, you must wait until your hitch in the Navy has expired.*—ED.

What AG Means

SIR: What do the letters AG stand for in a ship's designation? I think it's a repair ship, but I'm not sure.—D. R. S., S1, USN.

• *It may indicate a repair ship. AG indicates actually "miscellaneous fleet auxiliaries." Such vessels include target repair vessels, station ships, target ships, the Presidential yacht, oil depots, and ferries.*—ED.

The Bollinger

SIR: Please furnish information concerning the christening of APA 234 as the USS *Bollinger*.—J. T. B., Cdr., USN.

• USS *Bollinger (APA 234), named after a county in the state of Missouri, was christened at Vancouver, Wash., 9 Dec 1944.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Thorn *(DD 647). Address: The Printer Wick, 862 Scarsdale Ave., Scarsdale, N.Y. Published December 1946. For information regarding cost, write to above address.*

• USS Washington *(BB 56). Address: Robert W. Kelly Publishing Corp., 309 Lafayette St., New York 12, N. Y. Price, $3.00 per copy.*

• *Souvenir books of the following activities are available at the prices indicated. Address: Army and Navy Publishing Co., 234 Main St., Baton Rouge, La. 15th Naval Construction Battalion, $7.50; 20th NCB, $6.00; 24th NCB, $10.00; 27th NCB, $7.65; 34th NCB, $5.25; 43rd NCB, $6.00; 53rd NCB, $5.50; 55th NCB, $7.50; 61st NCB, $7.50; 63rd NCB, $8.00; 64th NCB, $5.75; 67th NCB, $6.50; 73rd NCB, $7.00; 77th NCB, $11.00.*

90th NCB, $7.00; 107th NCB, $10.00; 110th NCB, $6.00; 130th NCB, $10.00; 140th NCB, $6.50; 145th NCB, $8.50; 512th NCBMU, $6.50; 535th NCBMU, $8.50; 536th NCBMU, $7.50; 621st NCBMU, $6.50; 635th NCBMU, $8.00; 1050th NCBMU, $7.40; 1067th NCBMU; $7.75.

USS Bairoka *(CVE 115), $6.00;* USS Savo Island *(CVE 78), $7.00;* USS Miami *(CL 89), $6.50;* USS Cowpens *(CVL 25), $6.00; 542nd Marine Night Fighter Squadron, $5.50; Puget Sound Naval Ship Yard, $5.00; 12th Naval District Waves, $5.50.*

Admiral Dewey's Uniform

SIR: In ALL HANDS, April 1947, p. 30, you had a letter and an editorial reply with regard to the direction in which the star pointed on Admiral Dewey's uniform. You state that the Admiral was out of uniform.

Because I have always understood that Admirals Dewey, Farragut and Porter were permitted to design their own uniforms, I would be interested in learning on what authority your comment is based. It is my understanding that it was not until 1913 that the uniform regulations carried precise instructions as to how the points of the stars were to be arranged. —F. J. B., Capt. USN.

• *On 25 July 1866, Vice Admiral David G. Farragut was promoted to the rank of admiral, being the first officer to hold this rank in the U. S. Navy. Uniform Regs, dated 1 Dec 1866, prescribed the uniforms the admiral and vice admiral should wear as part of the general regulations. On page 7, the Regs specify that:*

"For the Admiral, two strips of gold lace, each two inches wide, and one strip of gold lace an inch wide, with the lower strip one inch and a half from the edge of the sleeve; the one-inch strip to be placed in the middle between the two wide strips, with a space of half an inch between each of the strips."

The regulations go on to say that: "On the outer side of each sleeve above the upper strip of lace, and midway the seams, a gold star of five rays, two inches in diameter, with a steam frigate in silver, raised in the center, with one of the rays of the star pointing directly downwards, and the point one-fourth of an inch from the upper edge of the strip of lace, will be worn by the Admiral.

"For all other line officers (including boatswains and gunners) the star will be five rays, embroidered in gold, one inch in diameter, and worn as prescribed for the admiral."

General Order No. 90 of 11 Mar 1869 changed the gold stripes on the admiral's full dress coat to three strips of gold embroidered white-oak leaves, but retained the star.

The above regulations were continued in the 1869, 1877, 1883 and 1886 Uniform Regulations.

Vice Admiral Stephen C. Rowan died 31 March 1890 and the grade of vice admiral was abolished.

When Admiral Porter died on 13 Feb 1891, the grade of admiral was consequently abolished. No provisions are made in the 1897 Uniform Regs for admiral's or vice admiral's uniforms.

An Act of Congress, approved 2 Mar 1899, established the grade of Admiral of the Navy and George Dewey was so appointed.

Uniform Regs, approved 8 May 1899, again made provision for admirals' uniforms and prescribed: "For admirals—Two strips of 2-inch gold lace, with one 1-inch strip between, set one-quarter of an inch apart. . . ."

The regulations also provided that, "Line officers (including chief boatswains and chief gunners) will wear a star of five rays, embroidered in gold, 1 inch in diameter, on the outer side of each sleeve, and midway between the seams, with one ray pointing directly downward. . . ."—ED.

Registered Nurses

SIR: Navy Regs, Art. 1646, states that Navy nurses may be appointed after graduation from a course of training of not less than two years. There is no mention made of registration being required for appointment. However, BuMed Manual states that registration is required for appointment to the Nurse Corps. What's the answer, is registration compulsory? —J. W. M., Lt., USN.

• *Yes. A candidate for the Navy Nurse Corps must be a graduate of an accredited school of nursing and must be a registered nurse in accordance with Part 1, Chapter 4, Para. 145, BuMed Manual, 1945.*—ED.



ADMIRAL DEWEY—'line officers . . . will wear a star . . . one ray pointing directly downward . . .'

Returning to Naval Service

SIR: I spent a hitch in the Navy as a PHM and I would like to return to the naval service. I am now entering my third year of pre-medic school. I have been told that I may take my internship at a naval hospital. (1) Is this right and if so, what rank would I have? (2) What is the age limit for medical officers? (3) What are the requirements a graduate medical student must meet for commissioning in the regular Navy?—H. E. P., PHM1, USNR.

• *(1) Yes, you may take your internship at a naval hospital with the rank of lieutenant (jg), provided you meet the requirements for commissioning in the regular Navy. (2) Applicants must be less than 32 years of age at the time of appointment. (3) To be commissioned as a medical officer in the regular Navy, applicants must be a graduate of an approved medical school and must meet physical and professional requirements. For further information see the nearest Office of Naval Officer Procurement.*—ED.

Change in Rates

SIR: I am at present an AERM3. I would like to change my rate to PRTRL3. I have had two years' experience in lithograph work as a civilian and feel that I could fill the requirements of that rate.—G. K., AERM3, USN.

• *Requests for changes in rating may be submitted to BuPers by COs in the cases of fully qualified individuals. See Paragraphs 8 and 12, BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). In view of your probable past training in AERM duties and the need for personnel in that rating group, it is doubtful that your request, if submitted, would be approved.*—ED.

Requesting Duty

SIR: Can an ACMM with a master's degree in mathematics and who has completed extensive studies in the field of higher mathematics and mathematical physics obtain duty in which he might utilize his knowledge in these fields? If duty of this nature is available, how should he request such duty?—A. B. L., ACMM, USN.

• *If your qualifications, background and experience warrant, BuPers may issue orders to you for such duty, dependent upon your availability and the needs of the Navy at the time. Your request for such duty should be forwarded via channels to BuPers, outlining your qualifications and other pertinent information.*—ED.

Staff Duty Orders

SIR: When ordering an officer to duty on a staff, is there any regulation whereby an ensign or below is ordered to duty *with* a staff, and a lieutenant (jg) or above is ordered to duty *on* a staff, or are all officers ordered to a staff for duty considered as being *on* the staff?—C. O. M., CY, USN.

• *Navy Regs, Art. 169 states in part that: "An ensign . . . shall not be detailed for duty on the staff of a flag officer, nor as aide to the commanding officer of a ship." During the war however, this regulation was overlooked to the extent that ensigns were ordered to report to a flag officer who then placed them, if necessary, on his staff. It is expected that in the future this regulation will again be adhered to. Lieutenants (jg) and above have always been issued orders to duty on the staff of an officer.*—ED.

About the McCormick

SIR: We had a little argument in regards to the decommissioning date of USS *McCormick* (DD 223). I say she was decommissioned in 1938 and brought back into service during the war. Another man says she never was out of commission. Can you give out with the information?—J. R. Z., CHMACH, USN.

• *Sure can.* USS McCormick *(DD 223) was decommissioned 14 Oct 1938 and recommissioned 26 Sept 1939. She was reclassified AG 118 on 30 June 1945. On 4 Oct 1945 she was again decommissioned and sold for scrap to Boston Metal Co. on 5 Nov 1946.*—ED.

Rating Precedence

SIR: Would you settle an argument for us? Which rate is senior, CMM or CEM? —G. R. B., CEM, USN.

• *CMM. See Article D-5102, BuPers Manual for precedence of ratings by pay grades.*—ED.

Extra Pay for Medals

SIR: If an enlisted man of the Navy has been awarded the Silver Star medal twice by the Army while serving with a Navy unit under Army command, is he entitled to $4 a month gratuity?—J. X. B., CPHM, USN.

• *No. There is no provision for extra pay to naval personnel who were awarded the Silver Star medal while serving under Army command. The Distinguished Service Cross is the only medal awarded by the Army to naval personnel serving under Army command which entitles them to extra compensation. Former Army personnel who have been awarded a decoration and have subsequently joined the Navy, are entitled to extra pay only if the Navy has a medal comparable to the one received from the Army.*—ED.

Minority Cruises

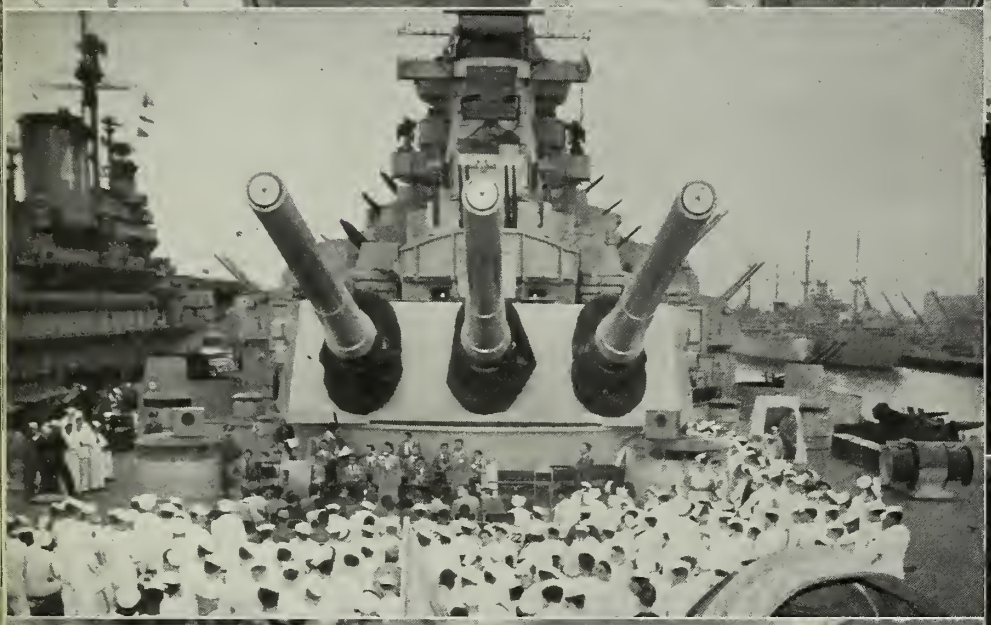
SIR: If I complete a minority with three years, 11 months and 20 days service, am I entitled to shipping-over money for four years' service?—J. L. N., QM1, USN.

SIR: I am on a minority cruise which will consist of three years and six days service. If I reenlist, will this count as four years' service when computing reenlistment allowance?—W. L. S., F1, USN.

• *Not unless you are discharged early for the convenience of the Government. When a man is discharged from the regular Navy for the convenience of the Government, from either a minority or other enlistment, the period between the date of early discharge and the date discharge otherwise would have occurred will be considered as time served for the purpose of computing reenlistment allowance. In both your cases, if your minority enlistment has been completed, you will be paid reenlistment allowance for only three years' service.*—ED.







CHOPSTICKS is tune at opening
at NAS, Willow Grove, Pa. Left
board USS *Missouri* when battles
Fire hoses are manned during $5
Island, Calif. Above: Color guar
2,800 commissioned and enliste
Fla. Below: Two chiefs who serve
commissioning in 1941 cut cake





TODAY'S NAVY



(per left) of chiefs' new clubhouse
nter: An orchestra entertains on
puts in at Norfolk, Va. Lower left:
000 fire at Naval Station, Treasure
ghlights impressive inspection of
ersonnel at NATTC, Jacksonville,
n board USS *North Carolina* since
a birthday celebration on ship.



ATLANTIC AND PACIFIC FLEETS MAKE COURTESY CALLS AT FOREIGN PORTS

Australia Visited

Atlantic and Pacific Fleet units were making good will calls at foreign ports last month.

Atlantic units sailed from Naples on a six weeks' Mediterranean cruise, including calls at Greek and Turkish ports, winding up at Gibraltar. Four ships calling at Istanbul honored the Turkish president, Ismet Inonu, with 21-gun salutes. They included USS *Dayton* (CL 105), with Vice Admiral Bernard H. Bieri, USN, Commander Naval Forces Mediterranean, on board; USS *Leyte* (CV 32), USS *Purdy* (DD 734) and USS *Bristol* (DD 857).

Earlier the force had visited Greek waters, augmented by other units, including USS *Providence* (CL 82), *Portsmouth* (CL 102), *Juneau* (CL 119), *Manchester* (CL 83), *Compton* (DD 705), *Gainard* (DD 706), *Dickson* (DD 708), *Hyman* (DD 732), *Shenandoah* (AD 26), *Elokomin* (AO 55), and *Corduba* (AF 32). *Manchester* and *Juneau* arrived in the Mediterranean as reliefs for *Providence* and *Portsmouth*, which were to return to the States.

Thirteen ships of the Pacific Fleet were visiting Australia, including USS *Shangri La* (CV 38), *Antietam* (CV 36), *Duluth* (CL 87), *Atlanta* (CL 104) and eight destroyers and an oiler. It was the first postwar good will visit made by Pacific Fleet units. The force was designated Task Force 38, and was under command of Rear Admiral S. P. Ginder, USN, ComCarDiv 3.

The Navy announced that USS *Toledo* (CA 133) was proceeding to the western Pacific, via the Mediterranean and the Indian Ocean, to relieve USS *Fall River* (CA 131) in Far Eastern waters sometime this month. *Toledo* was to visit Port Said; Bahrein and Ras Tanura in Saudi Arabia; Bombay, India; Colombo, Ceylon; Singapore, Manila and Yokosuka en route.

$500,000 Fire

For almost four hours "smoke-eaters" on Treasure Island, San Francisco, battled the worst fire in the history of the base. By the time the conflagration had been reduced to smoldering embers $500,000 damage had been done, $100,000 of it to electronics gear.

It took all the available men and fire-fighting equipment on the base, as well as reinforcements of fire-fighters from San Francisco and Oakland to subdue the blaze. A short circuit, caused by the moving of electrical gear from the secured and condemned barracks K, is believed to have set off the blaze at the major naval base in the area.

Fanned by the wind, the devastating fire crept northward on the Island and jumped the single and double walls in its path. From the time the first alarm was sounded at 1550 until the blaze burned itself out at the ship's service, three hours and 30 minutes had elapsed.

'Nursery Ships'

Latest addition to the Navy's classes of ships is the "nursery ship." Its armament is roughly equivalent to a first class kindergarten—a sliding board, play pens, sand boxes, doll houses, games, kiddie cars and motion pictures of "Snow White" and "Bugs Bunny" mounted in triple turrets.

The first of 12 transports to be "converted" to nursery ships is USS *General Randall* (AP 115) which departed Philadelphia Naval Shipyard en route to Norfolk, Panama Canal Zone, San

LAST JULY



PRESIDENT Truman signs bill providing for burial of unknown serviceman in Arlington Cemetery. Squadron VX-3, composed of helicopters, was put in commission at Floyd Bennett Field. V-2 rocket went 83.5 miles high in New Mexico.

JULY 1947

		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



NAVY NURSE helps two little girls, daughters of military personnel, on a sliding board in the nursery on board USS *General Randall* as a sailor looks on.

Francisco, Pearl Harbor and Guam. From there, some of her passengers may be transferred to other ships and be carried to China and Japan.

On board the *Randall* when she left Philadelphia were 43 women, 25 children and 18 babies—all dependents of service personnel and government workers overseas.

For the women, the Navy has set aside a special laundry compartment which contains washing machines, dryers and electric irons. A new infants' nursery has been installed, with specially-trained Navy nurses to help in taking care of the youngest set. Luxurious sofas, radio phonographs, a soda fountain, 100 steamer chairs and sun-bathing space make the *Randall* a floating paradise.

Pride Heads BuAer

Rear Admiral Alfred M. Pride, USN, has been sworn in as Chief of BuAer, relieving Rear Admiral Harold B. Sallada, USN.

Admiral Pride, who rose from the ranks to flag status following enlistment in the Naval Reserve Force as MM2 during World War I, has been a naval aviator since 1918. He is credited with having developed the arresting gear installed on USS *Langley* (AV 3, formerly CV 1), first Navy aircraft carrier.



Rear Admiral Pride

Admiral Sallada has assumed new duties as Deputy CincPac.

Mock Air Attack

A mock attack at sea by "hostile" planes was witnessed by a Congressional party on board the carrier USS *Randolph* during a 72-hour demonstration cruise.

The Congressmen, guests of Fleet Admiral Chester W. Nimitz and top Navy officers, boarded the carrier at Annapolis, Md., and disembarked at Norfolk, Va. The simulated attack by Curtis Helldrivers demonstrated how the crew of the carrier goes into action to repel plane attacks.

All-Navy Tennis Finals

All-Navy finals in tennis will be held at the Naval Academy, Annapolis, Md., beginning 29 June, announced BuPers Circ. Ltr. 65-47 (NDB, 30 April). So you'd better hurry your practicing up a bit if you expect to be one of the lucky ones picked to represent your district at the net tourney finals.

All Navy, MarCorps and Coast Guard personnel on active duty, commissioned or non-commissioned, may participate in the tennis playoffs.

Host of the finals will be the commandant of the Severn River Naval Command. Appropriate awards will be given to all participants at the finals at Annapolis. The tournament itself will be conducted on the single elimination plan, with the best two-out-of-three sets deciding each match. Naval Reserve and NROTC members are excluded from participation.

The following commands may send a team consisting of two singles players and a doubles team to the All-Navy Tournament (Commands in italics shall act as host for elimination tourney between members in its group):

ComServPac—two teams, one from all activities ashore and afloat west of the Hawaiian Islands and one team representing activities in the Hawaiian Area as well as from units on the west coast not participating in west coast naval district tournaments.

ComServLant (Subordinate Command) Atlantic Fleet and shore stations, one team.

Com 10, *Com 15,* one team.
Com 1, *Com 3,* Com 4, one team.
Com 5, Com 6, one team.
PRNC, SRNC, one team.
Com 7, *Com 8,* Com 9, one team.
Com 12, *Com 13,* Com 17, one team.
Com 11, one team. (Fleet units at San Diego are also expected to compete in the Com 11 tournament.)



HOME is the sailor. Chief Storekeeper D. F. Cochrane and wife enjoy the comforts of their home in Manila, one of many new Navy homes in the Philippine Islands.

54 Years of Service

Admiral Joseph M. Reeves, USN, (Ret.), has been relieved of all duty and has returned to retirement. The distinguished officer has given some 54 of his 74 years to the naval service.

Admiral Reeves was recalled from retirement to active duty in the office of SecNav in 1940, where he served in wartime as Navy Department Lend-Lease Liaison Officer, senior military member of the Munitions Assignment Board, chairman of Navy Munitions Assignment and chairman of the Joint Munitions Allocation Committee. For his services he was awarded the Distinguished Service Medal.

Admiral Reeves was born in Tampico, Ill., 20 Nov 1872, and was appointed to the Naval Academy from Illinois in 1890. He played football in his midshipman years, graduating in 1894 and going aboard USS *San Francisco* for his first duty assignment. He was aboard USS *Oregon* in the battle of Santiago Harbor, June 1898, and for his performance there was advanced four numbers on the list of lieutenants (junior grade).

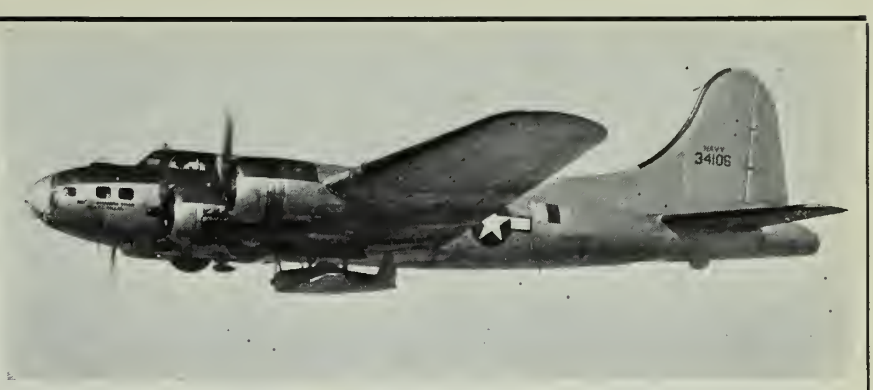


Admiral Reeves

Admiral Reeves served subsequently as an aide on the staffs of two flag officers, as instructor in physics and chemistry at the Academy, as football coach there from 1906 until 1908, aboard USS *New Hampshire* and as LanFlt ordnance officer. Other assignments followed, until he assumed command of the *Oregon* in 1915. He later had command of USS *Maine* during World War I, and for this duty he was awarded the Navy Cross.

Other duty followed, including command of the *Pittsburgh* and the *North Dakota*, of Aircraft Squadrons, Battle Fleet; member of the General Board, Commandant of the Navy Yard, Mare Island; and in June 1933, he assumed duties of Commander Battle Force, with the rank of admiral. In June 1934, Admiral Reeves hoisted his flag in USS *Pennsylvania* as Commander in Chief of the U. S. Fleet.

He retired in December 1937, after serving as chairman of the General Board.



REPLICA of Bearcat fighter plane is shown in bomb rack of Navy Flying Fortress. When released, the model plane attains speed of over 600 mph.

MODELS USED FOR SUPERSONIC TESTS

"Drop-testing" is the Navy's latest technique of testing effects of supersonic speed upon aircraft. Model airplanes, exact replicas of the Navy F8F Bearcat fighters built to a scale of four-tenths, are dropped from the bomb rack of a Navy PB-1W, over the Naval Air Experimental Station, Philadelphia, Pa., and attain a speed of over 600 miles per hour.

The wooden model planes have no propulsive unit, but each has 500 pounds of lead in the nose and attains its speed solely by diving. Automatic controls within the model pull it out of its dives and parachute the model down for recovery and reuse. The control mechanism is located in the aft portion of the model and is pre-set for a desired flight.

By means of radio telemetering equipment in the forward section, the unique experimental models transmit information to ground receiving stations during their plummeting and pullout. Radar tracking shows the trajectory of the model and automatic radio-transmission permits evaluation of behavior in the air.

The "drop-test" technique eliminates the correction of data which is necessary in tests conducted in wind tunnels, due to the blocking effects produced in the tunnels at high speeds.

SHIPS' PETS GET CLOSE SCRUTINY

A muffled whimper or a tell-tale squirming bulge in a seabag during the war might have been the signal for a sympathetic inspection officer to look the other way. Under new regulations, however, all gear brought aboard naval ships and aircraft will come in for close scrutiny.

General Order 248-47 (NDB, 31 March) directed that cats, dogs, monkeys and other living animals shall not be permitted aboard any naval vessel or aircraft unless:

- The owner submits satisfactory evidence to the CO that the animal has been immunized with an approved rabies vaccine within a previous six-months period, and
- The owner submits, in addition, evidence that a veterinarian or medical officer has examined and found the animal to be apparently free of diseases which may be harmful to man.

BuMed strongly recommended to SecNav that the order be issued.



Army-Navy Net Matches

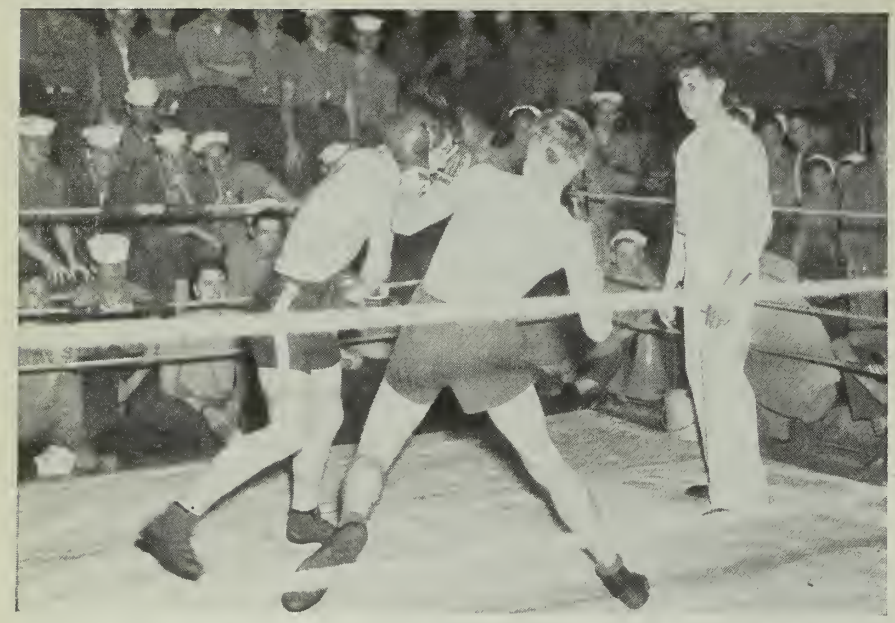
Navy personnel who enter the All-Navy competition for the tennis finals to be held the first week in July have an extra incentive to winning the All-Navy titles. For the winners of the tournament will be members of the Navy squad attempting to wrest the Leech Trophy from the grasp of the Army.

Tennis was the only sport in which teams from the Army and Navy met annually prior to the war. The results of the contests, which began in 1924, take on a "sandwich" pattern. The Army won the first two matches held —in 1924 and 1925—and then had to wait until the final match to win again—in 1939. Since then, the Leech Trophy has remained in the Army's possession without another contest being played.

The Navy won every match from 1926 through 1938.

The Leech Trophy matches this year will be held just three weeks after the completion of the All-Navy finals. The Army-Navy Country Club, Arlington, Va., will be the site of the battle.

The winning doubles team in the Leech Trophy net competition will represent the armed forces in the National Doubles Tennis Matches conducted by the U. S. Lawn Tennis Association.



SOCK 'EM boxing matches on the fantail of USS *Little Rock* were among highlights of the 14-day Reserve training cruise on board the light cruiser.

ALL-NAVY ELIMINATIONS GROUPINGS

Tentative groupings of commands for playing off future All-Navy eliminations was announced by BuPers Circ. Ltr. 68-47 (NDB, 30 April). The groupings were arranged upon the basis of experience garnered in the All-Navy basketball eliminations. The groupings are:

Group I—Com 1, Com 3, Com 4, Com 5, Com 6, PRNC, SRNC.

Fleet units normally based on east coast ports are to be considered eligible to participate in east coast eliminations.

Group II—Com 7, Com 8, Com 9.

Group III—Com 11, Com 12, Com 13, Com 17.

Fleet units normally based on the west coast are to be considered eligible to participate in west coast eliminations.

Group IV — ComServLant, Com 10, Com 15.

Fleet units in the Atlantic Fleet and Fleet units based in east coast ports may compete in ServLant eliminations.

Group V—ComServPac.

Fleet units and shore activities in the Hawaiian Area and those in west coast ports who elect to compete in ServPac eliminations.

Group VI—ComServPac.

All naval activities ashore and afloat west of the Hawaiian Islands.



EX-BB *Kearsarge*, now AB-1, gets an overhaul in San Francisco. Craneship is one of oldest naval vessels in service.

Ships' Teams Sunk

The pitchers were on the defensive —but definitely—when the activities in and around San Diego opened their baseball tournament.

The Amphib Base nine started the ball rolling with a 32-3 shellacking of the USS *Gantner* (APD 42) squad. The NTC Bluejackets rolled up the second-high score by walloping Fort Rosecrans 22-3. Pendleton pounded the Coast Guard Air Station, 17-2. The Naval Air Fliers toppled the USS *Sierra* (AD 18) nine, 17-3, and the Sonar School beat the USS *Ajax* (AR 6) crew by the same tally. The NavSta bested the USS *Tucson* (CL 98), 10-4, and the NavHosp edged the Submarine Task Group, 5-3.

MAG 24 Undefeated

"Well in hand," applied to the situation on the basketball courts in China, too, as Marine Air Group 24's cage squad romped away with the First Division's (Reinf) title and then remained undefeated in snatching the ComNavWesPac tourney.

All-Navy Boxing

The All-Navy boxing finals which are under way at San Diego this month mark the second sport to be held in the revitalized All-Navy sports program. Basketball, staged March 26-29 at Great Lakes, was the first. Eliminations for the ring finals in the various naval districts attracted great interest in each locale.

Potomac River NC

Quarters K, Arlington, Va., and NavRecSta, Washington, D. C., tied for team honors in the PRNC ring tourney held in the Quarters K gym. Quantico Marines, Quantico, Va.; NAS, Patuxent River, Md., and NAS, Anacostia, D. C., all sent representatives to the boxing eliminations.

3rd Naval District

Representatives from the 3rd Naval District were selected by means of a tourney held in the auditorium of the NavRecSta, Brooklyn, N. Y. in April. Navy, MarCorps and Coast Guard ships and stations within the district sent 67 contestants to the tourney.

11th Naval District

Near-capacity crowds at the Coliseum, San Diego, cheered the winners on in the 11th District eliminations held the last week in April. Twenty bouts carded each of the three nights had the fans saying: "The pros can't match these Navy fighters for action and thrills." The "shows" were each three hours long.

13th Naval District

All-Navy representatives from the 13th District were also chosen via the tourney elimination method. A team of eight men was sent to the San Diego finals. The bouts were staged at the Sand Point NAS in May, free of charge and open to the public. All non-commissioned men, Navy, MarCorps and Coast Guard were eligible for the jousts in the 13th District as well as for all other districts and the finals.

'Tops in Sportsmanship'

"Tops in sportsmanship" was the tribute paid to the Great Lakes NavTraCen basketball team in a letter from American Legion Post No. 329, Libertyville, Ill.

The letter, to the commandant of the training center, expressed the appreciation of the post for the cooperation which the Navy quintet gave the Legion team.

"You may feel justly proud of the record that your men are establishing, whether they win, lose or draw," the letter stated. "Members of our team and athletic department feel without a doubt that the Great Lakes basketball quintet was one of the finest to visit Libertyville this year, and that they were tops in the all-important field of sportsmanship."

Swimming and Diving

Get out on the boat-boom and practice your jack-knife; the All-Navy Outdoor Swimming and Diving Championships are scheduled the week of 18 August at NAS, Jacksonville, Fla.

Preliminary splashes will be held not later than the week of 3 August among the following commands:

- Com 1, Com 3, Com 4, Com 6, PRNC, SRNC at Com 5.
- Com 8 and Com 9 at Com 7.
- Com 12 and Com 13 at Com 11.
- ComServLant (including Atlantic Fleet, Com 10 and Com 15).
- ComServPac (all activities ashore and afloat in the Hawaiian Area and fleet units on the West Coast not participating in a West Coast Naval District Meet).
- ComServPac (all naval activities afloat and ashore from commands west of the Hawaiian Islands).

The first place winner in each event of the preliminary meets will qualify for the championship meet at Jacksonville. Each sponsor of a preliminary meet will select men for the two relay teams from personnel participating in the preliminary meet. These men do not necessarily have to qualify in individual events. However, this does not exclude individuals who qualify in other events from participating in the relays.

All officers and enlisted men of the Navy, Marine Corps and Coast Guard are eligible to participate in their respective preliminary meets. Personnel from Naval Air Training Units, MarCorps, Coast Guard and ships of the active and inactive Fleets shall participate in the preliminaries sponsored by the command in which area their activity is located.

The events at Jacksonville will include: 1,500-meter swim, 200-meter freestyle, 3-meter board, 300-meter medley relay, 400-meter freestyle, 100-meter backstroke, 200-meter breaststroke, 800-meter freestyle relay, 800-meter freestyle, 100-meter freestyle and 300-meter individual medley swim.

The championship meet was announced in BuPers Circ. Ltr. 84-47 (NDB, 15 May). The directive stated that all events in both the preliminaries and championship meets will be held in a 50-meter outdoor swimming pool, and the general rules and regulations for outdoor championships as outlined in the Official AAU Swimming Guide 1946-47 will be followed, except where the circular letter otherwise directs.

Personnel who desire to enter preliminary championship meets should have their entries forwarded by COs to their host command before 1 July.

Largest Transport Plane

The 92-ton Lockheed Constitution (XR60-1), largest transport plane, is still undergoing rigorous test flights prior to being accepted for use by NATS.

Designed in war and flown in peace, the four-engined monoplane was first publicized last fall (see ALL HANDS, October 1946, p. 17) and made its first flight 9 Nov 1946.

Tests have shown the double-decked transport can take off in 27 seconds, using 1,820 feet of runway, less than normally required by two-engine commercial airliners. It has proved to be the most easily controlled airplane ever flown by Lockheed's chief test pilot.

XR60-1 has a maximum range of 6,300 miles, cruising speed of 286 miles-per-hour, a ceiling of 27,600 feet and a top speed of 303 miles-per-hour. At its maximum gross weight of 92 tons, the plane will take off in 2,350 feet, clear a 50-foot obstacle in 4,320 feet, and land over a 50-foot obstacle, stopping in 2,300 feet. The four-bladed, 19-foot propellors on the inboard engines are reversible, providing additional braking power on landings.

Structural material used in the Constitution weighed 113,000 pounds and would be enough to build 2½ Constellations, 4 P2V Neptunes or 16½ P-80 Shooting Stars.

The fuselage volume of the transport compares with that of the largest Pullman car ever built, plus the biggest railroad box car ever designed, plus the largest flat car, with enough volume left over to fill a passenger bus! The gasoline tanks in the wings hold 10,000 gallons, or as much as a railroad tank car.

A double-deck fuselage was chosen for maximum space use. A single floor had too much waste space either above or below it.



TANDEM arrangement overcomes helicopter balance problem. Here the new craft lifts a jeep, weighing more than a ton, to show its carrying ability.

'COPTER IS FLYING WORK HORSE

New horizons have opened up for the helicopter. Transportation, until recently, had not been one of the helicopter's fortes, but with the initial military load carried by a helicopter, the odd-appearing plane comes into its own as a piece of military equipment.

The Navy XHRP-1 helicopter demonstrated the load-carrying possibilities of that type of plane by taking off with a jeep weighing over one ton suspended beneath it and flying to a pre-determined destination, in a demonstration before Navy, press and newsreel representatives.

During the demonstration, the helicopter was loaded with 10 passengers. It took off vertically and flew to the pre-determined point and unloaded the passengers. Then it returned to the point of origin ready to pick up another load, thus demonstrating its ability to shuttle troops rapidly where required for combat.

The plane has a 600-horsepower engine, can take off vertically with over a ton of useful load, accelerate to speeds of over 100 miles per hour and climb to high altitudes. It has a range of approximately 300 miles and carries a crew of two plus eight passengers. Useful particularly for rescue operations, the XHRP-1 has been nicknamed "The Rescuer." It is the first successful tandem rotor helicopter.

Development of this new type of helicopter was instigated during the war.

DECORATIONS & CITATIONS

High Award Given PatBomRon 118 for Its Combat Record

Patrol Bombing Squadron 118 has been awarded the Presidential Unit Citation for its outstanding combat record against enemy forces and installations in East China, Korea and Japan, during the Okinawa campaign, from 26 Apr to 8 Aug 1945.

The first squadron to operate heavy bombers from still-insecure Okinawa, PatBomRon 118 opened a three-weeks campaign on 26 April, sending U.S. planes for the first time into the Sea of Japan and confined waters around Korea to sink 24 enemy ships and damage 30 others in one of the most successful operations of this kind.

Braving fire from the shore, the targets, escorting warships and enemy fighters, the squadron attacked hostile shipping at every opportunity; executed strikes against heavily fortified air bases and airfields in Kyushu and Korea; and on 7 June began its intensive campaign of mining the waterways and harbors along the coast of Korea while continuing to wreak havoc on enemy land and shipping targets.

With the sea blockade forcing more traffic overland, the squadron organized a raid to cripple land communications between Japan and China and, during missions in eastern Korea, against Shanghai and along the coastal waters of northern Honshu, inflicted intensive damage on railroad, airfield and shipping installations.

Comdr. C. K. Harper, USN, Saranac Lake, N. Y., was CO of the squadron at the time.



NOB, Navy 117, FPO, N.Y.

"Givin' ya much trouble?"

Irwin Receives NUC for Helping *Princeton*



USS *Irwin* (DD 794)

The Navy Unit Commendation has been awarded USS *Irwin* (DD 794) for service during salvage operations after USS *Princeton* had been damaged by enemy action in the Samar area on 24 Oct 1944.

Undeterred by foul weather, fires raging on the flight and hangar decks of the stricken carrier and a series of violent internal explosions, the USS *Irwin* went alongside. Operating in a choppy sea as the wind steadily rose and the rain reduced visibility, the *Irwin* rigged her hoses and, despite dense black smoke and the constant danger of falling debris, succeeded in directing the hoses on fires in the forward part of the hangar deck.

Later, when a terrific explosion blew off a major portion of the *Princeton's* stern, the *Irwin* immediately dispatched boats and stood by at close quarters to assist in the rescue of survivors, recovering 646 men from the sea and from the *Princeton's* decks before the carrier was ordered sunk.

Comdr. Daniel B. Miller, USN, Long Beach, Calif., was CO of the *Irwin* at the time of the action.

Acorn 14 Commended For Tarawa Service

The Navy Base Occupation and Development Force for the Tarawa offensive, known by the code designation of Acorn 14, has been awarded the Navy Unit Commendation for invaluable service in reconstructing the Japanese airstrip on Tarawa from 23 Nov 1943 to 1 Feb 1944.

Acorn 14 was comprised of the 74th Naval CB, the attached Boat Pool, Argus Unit 10 and Carrier Aircraft Service Unit 17.

Subjected to fire from strongly entrenched enemy positions and to frequent air attack, Acorn 14 rendered invaluable service in reconstructing the Japanese airstrip into an important U.S. air base and in servicing and maintaining our planes which operated from this base. Commencing work on the airstrip while the struggle raged about the beachhead, this unit labored by day under the covering fire of the marines and at night by the light of exploding enemy stores and equipment to develop this island into an efficient, operating American base which subsequently became the spearhead of our assault on the Marshall Islands in January 1944.

Comdr. Freemont G. Elliott, USNR, Clayton, Mo., was OinC of the 74th Naval CB at the time. Lt. Comdr. Henry A. Batchelor, USNR, Los Angeles, Calif., commanded Argus Unit 10; and Lt. Comdr. W. H. Ginn, USNR, Philadelphia, Pa., was OinC of Carrier Aircraft Service Unit 17.

PC 559 Gets Award For Salerno Action

USS *PC 559* has been awarded the Navy Unit Commendation for her record of service in support of landing operations in the Gulf of Salerno, Italy, 8 and 9 Sept 1943.

Proceeding through unswept waters four hours in advance of the sweeper units and the main body of the attack force, USS *PC 559* established the proper point for lowering landing craft in which assault forces in divisional strength were embarked, and then assumed her station as guide and dispatcher. Operating under concentrated shore artillery fire and heavy enemy aerial attack for a continuous period of eight hours, she maintained her position and dispatched successive waves of assault craft to designated beaches according to plan.

Her record of service both during landing operations and subsequently while on antisubmarine patrol reflects highest credit upon herself, her CO, Lt. John R. Cain, USNR, of Quincy, Mass., and her men.

Famed 'Black Cat' Group Honored for Early War Service

Patrol Squadron 12 has been awarded the Presidential Unit Citation for its gallant combat record in the South Pacific, from 24 Nov 1942 to 1 June 1943.

The famed Catalina "Black Cat" squadron originated effective night flying tactics in conducting torpedo, bombing, antisubmarine and harassing missions against enemy units and installations.

Flying at low altitudes, frequently in the face of concentrated antiaircraft fire and hazardous weather, the squadron overcame obstacles in conducting night searches, night-spotting for cruiser task forces, and bombing missions. With only nine planes available for operations and lacking spare parts and personnel to repair these aircraft, the squadron, by its skillful tactics, inflicted damage on important enemy shore installations at Munda, Villa Plantation, Buka and Kahili, and on Japanese shipping in the Solomon Islands area.

Outstanding for its fighting spirit, PatRon 12 established a standard for subsequent Catalina squadrons. Capt. Clarence O. Taff, USN, Santa Barbara, Calif., was CO of the squadron at the time.



USS *Johnnie Hutchins* (DE 360)

Attacked 3 Jap Subs, DE 360 Commended

USS *Johnnie Hutchins* (DE 360) has been awarded the Navy Unit Commendation for a series of successful attacks on three Japanese midget submarines while patrolling Allied convoy lanes between the Ryukyus and the Philippines on 9 Aug 1945.

Alert and ready for battle when she encountered the nest of midget submarines, the *Johnnie Hutchins* engaged a surfaced submarine and sank it with gunfire at point-blank range. Sighting the periscope of a second submarine, she commenced a run on this vessel while the first target was still under fire, attacking it with depth charges until contact was no longer available. When she spotted the periscope of another submarine submerged approximately eight miles from the scene of the first action, she quickly closed to attack and probably sank the enemy vessel with several depth charges which exploded in the immediate vicinity. Emerging unscathed from this action, the *Johnnie Hutchins* had aided materially in clearing an important convoy lane of a serious underwater threat.

Lt. Comdr. Hugh M. Godsey, USNR, Baltimore, Md., was CO of the ship at the time.

Minelayer Honored For Okinawa Duty

USS *Harry F. Bauer* (DM 26) has been awarded the Navy Unit Commendation for her combat record in support of fleet operations during the Okinawa campaign from 1 Apr to 6 June 1945.

A natural and frequent target for heavy Japanese aerial attack while occupying advanced and isolated stations, USS *Harry F. Bauer* defeated all efforts of enemy kamikaze planes to destroy her. Constantly ready for battle, she rendered invaluable support to our antisubmarine screen, served as an antiaircraft buffer for our naval forces off the Okinawa beachhead and, with her own gunfire, downed 12 enemy planes and assisted in the destruction of three others.

Although damaged by an enemy suicide plane which crashed near her, she remained on station and later escorted a stricken vessel back to port.

Comdr. Richard C. Williams, Jr., USN, Baltimore, Md., was CO of the ship at the time of the action.



NAVY CROSS

Gold star in lieu of second award:

★ AUSTIN, Bernard L., Capt. (then Comdr.), USN, Arlington, Va.: As ComDesDiv 46, Capt. Austin fought in action against Japanese forces in the Solomon Islands on the night of 1 and 2 Nov 1943. With his task force engaging a Japanese surface force of superior fire power, he hurled his full fighting strength against the enemy and aided his task force in sinking five hostile warships, in damaging four others and in completely routing the enemy, thereby contributing materially to the successful establishment of our beachhead on Bougainville Island.

★ HAWKINS, Arthur R., Lt. (then Lt. (jg)), USNR, Lufkin, Texas: As pilot in FitRon 31, attached to USS *Cabot*, Lt. Hawkins participated in action against Japanese in the vicinity of the Philippines on 13 Sept 1944. In a pre-dawn take-off to strike against a superior number of enemy aircraft, he braved heavy antiaircraft fire from ground installations and relentlessly sent five Japanese fighters crashing in flames and damaged an additional three airborne enemy planes.

First award:

★ ANDERSON, Alexander L., USNR, New York City: As pilot of a fighter plane and division leader in BomFitRon 80, attached to USS *Hancock*, Lt. Anderson took part in operations against the Japanese in the Pacific. As leader of a division of planes conducting a fighter sweep against the enemy, he personally destroyed five enemy aircraft in the air despite heavy antiaircraft fire.

★ BERG, Adam W., Lt. (jg) (then Ens.) USNR, Long Island, N.Y.: As pilot of a dive-bombing plane in BomRon 14, attached to USS *Wasp*, Lt. (jg) Berg participated in action against major units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944. In a daring strike against enemy surface forces, he flew through intense and accurate antiaircraft fire to press home a low altitude attack and to score direct bomb hits on an oiler, contributing materially to its destruction. During retirement, he maneuvered his plane to frustrate the repeated attacks of enemy fighters. When his fuel supply became exhausted before reaching base, he



USS *Harry F. Bauer* (DM 26)

★ DECORATIONS

Navy Cross (Cont.)

executed a skillful water landing with sufficient equipment to enable the crew to survive until rescued.

★ BLACKBURN, John T., Comdr., USN, Chevy Chase, Md.: As CO of FitRon 17, Comdr. Blackburn took part in action against Japanese forces in the vicinity of New Britain, Solomon Islands, from 26 Jan to 26 Feb 1944. Engaging in continuous operations throughout this period, he led his squadron in numerous successful escort missions and fighter sweeps over the enemy-held stronghold of Rabaul. Intercepted by an outnumbering force of aircraft on 26 and 30 January, he closed with the enemy planes and personally blasted three from the sky and probably destroyed three additional. In a subsequent engagement on 6 February Comdr. Blackburn struck at the oncoming planes, personally shooting down four and damaging two others. Sighting an enemy auxiliary schooner off Pondo Point on 9 February, he led his flight in a series of strafing runs to sink the vessel.

★ BURACKER, William H., Capt., USN, Winchester, Mass.: As CO of USS *Princeton* during operations against Japanese forces in the vicinity of the Palau Islands, the Philippines, Visayas, Pyiryus, and Formosa, from September through October 1944, Capt. Buracker proved himself an alert and aggressive leader. He directed the *Princeton* and Attack Air Group 27 in numerous successful operations against the enemy during the critical period and, by his professional skill and untiring efforts, contributed in a large measure to the infliction of extensive damage on a large amount of Japanese aircraft, aircraft installations, shipping and other military objectives. With his ship subjected to a fierce enemy aerial attack and severely damaged in one bitter engagement, he courageously directed fire-fighting measures and, although the *Princeton* was rocked by three violent explosions, continued in his efforts to save the stricken ship until the tactical situation required that it be abandoned and sunk by our air forces.

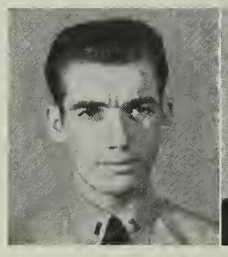
★ CAVENAGH, Robert W., Capt. (then Comdr.), USN, Alexandria, Va.: As CO of USS *Stanly* (DD 478), Capt. Cavenagh participated in action against Japanese forces in the Solomon Islands on the night of 1 and 2 Nov 1943. With his task force engaging a Japanese surface force of superior fire power, he hurled the full fighting strength of his ship against the enemy and, by his inspiring leadership and skilled combat tactics, aided his task force in sinking five ships, damaging four others and in completely routing the enemy, thereby contributing substantially to the establishment of our beachhead on Bougainville Island.



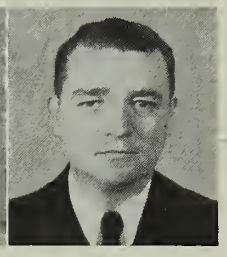
Capt. Cavenagh



Lt. Halstram



Lt. Hawkins



R. Adm. Johnson

★ CEVOLI, Richard L., Lt., USNR, Greenwich, R. I.: As pilot of a fighter bomber plane in FitRon 18, attached to USS *Intrepid*, Lt. Cevoli took part in action against major units of the Japanese fleet during the Battle for Leyte Gulf from 24 to 26 Oct 1944. Diving with eight other fighters through intense antiaircraft fire, he strafed the largest ship of an enemy battleship force in the Sibuyan Sea, silencing many antiaircraft weapons and inflicting casualties on enemy personnel. Attacking a Japanese carrier force off northeastern Luzon the following day, he dived through a terrific barrage of antiaircraft fire and seriously damaged the carrier with a 2,500-pound hit. Again participating in an attack on the enemy's battleship force in the Sibuyan Sea, Lt. Cevoli disregarded the opposition and scored a near miss on a Kongo class battleship with a 500-pound bomb. Then, pulling out, he made a second run to strafe a destroyer, silencing its antiaircraft weapons and thereby contributing to the successful bombing and torpedo attacks which followed.

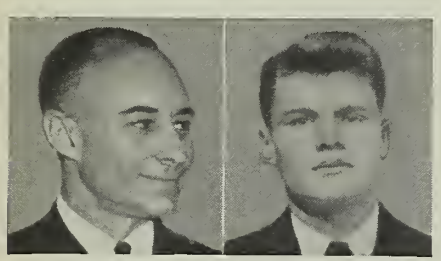
★ COOK, Paul P., Lt. (then Lt. (jg)), USNR, Atlanta, Ga.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise*, Lt. Cook flew in action against units of the Japanese fleet in the Battle of Leyte Gulf on 24 Oct 1944. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied the barrages of antiaircraft fire to dive low over the warship and release his bombs at a perilously low altitude to score hits which contributed materially to the infliction of extensive damage on the Japanese vessel.

★ COX, William R., Comdr., USN, Washington, D. C.: As CO of USS *McGowan* in action against the Japanese in the Battle of Surigao Strait, Philippine Islands, 24 to 25 Oct 1944, Comdr. Cox proved himself a forceful leader. With U. S. destroyer units deployed in a flanking maneuver as tactically disposed PT boats opened fire on a formidable column of Japanese battleships, cruisers and destroyers advancing under cover of darkness towards our waiting forces, he placed the *McGowan* in an advantageous striking position within close range of the enemy force. Although silhouetted by the illuminating glare of star shells and under fire, he launched his torpedoes with precise timing in the first sudden, coordinated attack, surprised the enemy and rendered him vulnerable to the smashing blows of our heavy naval units, subsequently retiring without damage from the engagement which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought on our task force.

★ FISHER, Byron E., 2d Lt., USMCR, New Philadelphia, Ohio (posthumously): While attached to Company H, 3d Batt, 27th Marines, 5th MarDiv, Lt. Fisher fought in action against Japanese forces on Iwo Jima on 13 Mar 1945. Participating in an attack against enemy forces entrenched in pillboxes, caves and spider traps, he led his platoon down a ravine to overrun the enemy position. Despite severe wounds received when the enemy launched a furious counteroffensive before his position could be consolidated, he promptly, and without consideration for his own safety, helped put a captured Japanese machine-gun into action, thus aiding materially in repelling the enemy, though he lost his own life.

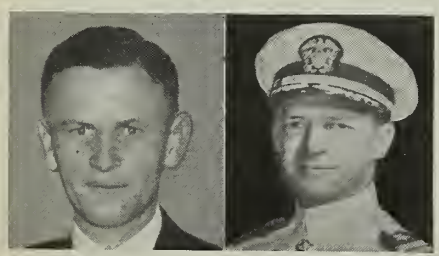
★ GRAY, Robert L., Pvt., USMC, Los Angeles, Calif. (posthumously): While serving with a platoon of Company K, 3d Batt, 5th Marines, 1st MarDiv, Pvt. Gray fought in action against Japanese forces at Cape Gloucester, New Britain, on 9 Jan 1944. A large number of the men in his platoon were casualties and the rest were pinned down by heavy rifle, machine-gun and mortar fire, during a coordinated attack on a hostile jungle ridge. Hearing the order to assault, he unhesitatingly charged up the hill, killed at least two of the Japanese and destroyed a machine gun before he was mortally wounded.

★ GROSSI, Dominick J., 2d Lt., USMCR, Lockport, N. Y.: As leader of an assault platoon attached to Company K, 3d Batt, 21st Marines, 3d MarDiv, Lt. Grossi participated in action against Japanese forces during the seizure of Iwo Jima on 24 Feb 1945. Penetrating one of the most heavily fortified positions on Iwo Jima in an attempt to cut across Motoyama Airfield 2 and capture the commanding ridge, he maneuvered the approach to the airfield with adroit tactical skill and, disregarding the pounding barrage of mortars and field pieces, the crossfire of machine guns and rifles and the concussions of grenades hurtling through the air and exploding near by, he surged across the heavily mined sands dotted with buried pillboxes. Determined to gain his objective and refusing to yield to the overwhelming volume of the fire, Lt. Grossi led his unit against the Japanese, slashing right and left with his bayonet, thrusting grenades into massive emplacements sunk in the sand, dropping them behind rocks, holding desperately and fighting furiously in hand-to-hand engagements as he smashed through a sector swarming with Japanese to gain the 50-foot ridge on the opposite



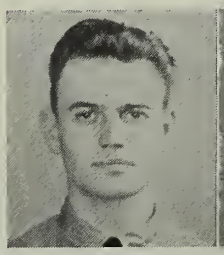
Capt. Austin

Lt. (jg) Berg



Camdr. Blackburn

Capt. Buracher



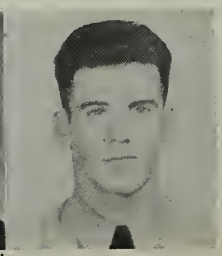
Lt. Masaner



Capt. Phillips



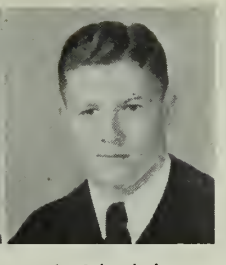
Lt. (jg) Prater



Lt. Savage



Lt. Comdr. Seckel



Lt. Schnabel



Lt. (jg) Schulke



Rear Admiral Stump

side of the airstrip after an hour and a half of savage battle. When a strong enemy counterattack forced him to yield the newly won position, he promptly and effectively reorganized the twelve men remaining in his unit, led the group in a fierce bayonet and grenade charge and reoccupied the hill.

★ HALSTROM, Paul R., Lt. (then Lt. (jg)), USNR, Reedley, Calif.: As pilot of a scout bomber plane in BomRon 13 attached to USS *Franklin*, Lt. Halstrom flew in action against the Japanese during the Battle of Leyte Gulf, 25 Oct 1944. Participating in a furious strike against a large enemy task force, he fought his plane through intense and continuous antiaircraft fire and aerial opposition and maneuvered to score a direct hit on a Japanese aircraft carrier, contributing materially to its sinking.

★ HAWKINS, Arthur R., Lt., USNR, Lufkin, Tex.: As pilot in FitRon 31, attached to USS *Cabot*, Lt. Hawkins fought in action against Japanese forces in the vicinity of the Philippines 21 Sept 1944. He participated in the first fighter sweep against an important enemy airfield and succeeded in shooting down four enemy planes and in damaging a fifth.

★ JOHNSON, William D., Rear Admiral (then Capt.), USN, Pensacola, Fla.: As CO of USS *Suwanee*, Admiral Johnson engaged that vessel in furnishing aerial support to our amphibious attack groups landing on the shores of Leyte Gulf, Philippine Islands, 18 to 27 Oct 1944. With his ship damaged by enemy aerial attack during the battle off Samar Island on 25 October Admiral Johnson continued to operate his ship, directing numerous aerial strikes against the Japanese fleet in the Leyte Gulf and thereby contributing to the extensive damage inflicted on enemy surface units. Although seriously wounded, he maneuvered his crippled ship through hazardous submarine infested waters and effected a safe withdrawal from the combat area.

★ MASONER, William J., Jr., Lt., USNR, Riverside, Ill.: As a pilot in FitRon 19, attached to USS *Lexington*, Lt. Masoner flew in action against the Japanese during the Battle of Leyte Gulf on 24 Oct 1944. Intercepting aerial groups of enemy planes while leading his division, he directed his planes in a determined onslaught and sent 13 of them flaming from the sky, personally accounting for six and sustaining no loss to his own formation.

★ PARKER, Wayne A., Lt. Comdr. (then Lt.), USNR, Oklahoma City, Okla.: As engineer officer of a U. S. destroyer, Lt. Comdr. Parker participated in the assault and capture of Tarawa Atoll on 20 Nov 1943. When an enemy shell penetrated the after engine room of his vessel during a fire support mission, he raced to the underwater hole and, instantly plugging it with his body, prevented flooding while emergency repairs were made. He then ordered all personnel clear of the area and personally disposed of the shell by carrying it topside and jettisoning it.

★ PHILLIPS, Richard H., Capt., USN, San Francisco, Calif.: As ComDesDiv 108 in action against major units of the Japanese fleet during the Battle of Surigao Strait, Philippine Islands, 24 to 25 Oct 1944, Capt. Phillips contributed materially to the defeat of the enemy. Effectively deploying two destroyers in a flanking maneuver as tactically disposed PT boats opened fire on a formidable column of battleships, cruisers and destroyers advancing under cover of darkness toward our forces, he planned his group in an advantageous striking position within close range of the enemy force, although silhouetted by the illuminating glare of star shells and under fire, he directed the second attack with precise timing, rendering the enemy vulnerable to the blows of our heavy naval units. Subsequently he retired without damage from the furious engagement which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought to bear on our task force.

★ PRATER, Luther D., Lt. (jg), USNR, Ada, Ohio: As a pilot in FitRon 19, attached to USS *Lexington*, Lt. Prater flew in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. Participating in a vigorous torpedo and bombing attack against major units of the Japanese fleet, he plunged through a barrage of intense antiaircraft fire and maneuvered his plane in low strafing runs over the formation to divert their fire, thereby enabling our forces to press home their attack and inflict additional damage. Upon returning to base, he immediately joined in a similar strike and again delivered heavy and accurate counterfire in low-level forays which resulted in the sinking of several enemy units, including aircraft carriers.

★ PRENDERGAST, James F., 2d Lt., USMCR, Easton, Pa.: As platoon leader, attached to Company I, 3d Batt, 8th Marines, 2d MarDiv, Lt. Prendergast fought in action against Japanese forces on Saipan, 15 and 26 June 1944. Assembling a small group of Marines to divert an enemy force threatening his company's rear positions in a flanking maneuver, he led his men in a furious attack into a wooded area where the Japanese were seen. Undeterred by a wound sustained during the ensuing action, he continued his advance and, fighting on

HOW DID IT START?

Anchor

As a ship moves into port, all hands are waiting for the familiar cry, "let go." At the captain's command, the hook goes down, accompanied by a rattling roar and a huge splash. The anchor is no modern invention; it was used as far back as 2000 B.C.



But in those days anchors were not made of steel or iron, they were usually bags of sand or crude affairs made of stone. In time, expert stone cutters were commissioned to chisel anchors out of the best stone available. The design of the anchors used in those days is not far different from the ones in use today. Pictures of anchors comparable to those in use today may be found in the Catacombs.

The Greeks used the anchor as a symbol of hope and steadiness, while the Romans used it as a symbol of wealth and commerce.



Lt. (jg) Thomson



Lt. Townsend



Lt. Comdr. Turner



Lt. (jg) Wilton

with pistol and hand grenades when his carbine became inoperative, succeeded in killing seven of the enemy. Refusing evacuation despite a second wound, he crossed an open field under heavy machine-gun barrages, carrying a man to a place of comparative safety for medical treatment. On 26 June he led his platoon against two machine-gun emplacements in high cliffs and was wounded a third time while taking another man out of the range of enemy fire. Although ordered to the rear lines, he had inspired his men to carry out the attack with renewed determination, thereby contributing in a large measure to the reduction of the enemy strong point and to the success of our over-all operations on Saipan.

★ ROSS, William T., Jr., Lt. (jg), USNR, Roselle Park, N. J.: As a pilot in TorpRon 20, attached to USS *Enterprise*, Lt. (jg) Ross flew in action against the Japanese during the Battle for Leyte Gulf 24 Oct 1944. Flying as a wingman in a coordinated bomber and torpedo attack against a heavily defended enemy task force, he pressed home an attack against a 50,000-ton enemy battleship, plunging through intense antiaircraft fire to score a direct torpedo hit on the powerful warship.

★ SAVAGE, Francis J., Lt., USNR, Birmingham, Mich.: As pilot of a torpedo plane in Air Group 20 attached to USS *Enterprise*, Lt. Savage participated in action against the Japanese during the Battle of Leyte Gulf on 25 Oct 1944. Though the enemy antiaircraft fire was intense, he pressed home attacks upon an enemy carrier, scoring a direct hit on the carrier, and rendered valuable assistance in sinking a major unit of the Japanese fleet.

★ SECKEL, Albert, Jr., Lt. Comdr. (then Lt.), USNR, Peoria, Ill.: As a pilot in FitRon 19, attached to USS *Lexington*, Lt. Comdr. Seckel participated in action against Japanese forces during the Battle for Leyte Gulf 25 Oct 1944. Directing his fighter craft in escorting dive bombers and torpedo planes in a strike mission against Japanese surface units, he led his planes through antiaircraft fire to deliver a strafing and bombing attack upon a large aircraft carrier. During this action he maneuvered his plane to score a direct hit and leave the vessel engulfed by tremendous explosions and huge fires, listing to port and sinking to the stern.

★ SCHNABEL, Charles W., Lt. (then Lt. (jg)), USNR, Cayahuga Falls, Ohio: As a pilot in TorpRon 13 attached to USS *Franklin*, Lt. Schnabel fought his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. He flew through withering fire and intense fighter opposition to launch an aerial glide-bombing attack against the enemy and

★ DECORATIONS

Navy Cross (Cont.)

succeeded in scoring a direct bomb hit on a Japanese aircraft carrier to assist in its subsequent sinking.

★ SCHULER, Frederick, Lt. (jg), USN, Athens, Ohio: As a pilot in TorpRon 19, attached to USS *Lexington*, Lt. (jg) Schuler took part in the action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Participating in a vigorous strike against the Japanese fleet, including aircraft carriers, battleships, cruisers and destroyers, he plunged through the enemy's antiaircraft fire and without fighter protection, pressed home his attack against a carrier and a light cruiser, scoring a direct hit on the cruiser and contributing materially to her probable sinking.

★ SCHULKE, Edward H., Lt. (jg), USNR, Cleveland, Ohio: As a pilot in TorpRon 19 attached to USS *Lexington*, Lt. (jg) Schulke flew his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. In a vigorous strike mission against units of the Japanese fleet, including carriers, battleships, cruisers and destroyers, he plunged through the enemy's antiaircraft force and made a direct hit on an enemy carrier, contributing materially to its subsequent sinking.

★ SOLI, Hartman A., Lt. Comdr., USNR, Bay City, Tex.: As leader of a four-plane division of fighter planes in FitRon 7, attached to USS *Hancock*, Lt. Comdr. Soli flew a strike and escort mission against the Japanese in the vicinity of the Philippines on 26 Oct 1944. After escorting the bombing planes to their target, he led his division in an attack through enemy fire scoring two rocket hits and strafing the decks of a hostile cruiser. His attack distracted fire from the bombers and enabled them to complete their mission successfully.

★ STUMP, Felix B., Rear Admiral, USN, Pensacola, Fla.: As CTU 77.4.2, Rear Admiral Stump proved himself a forceful leader while those escort carriers were engaged in furnishing aerial support to our amphibious attack groups landing troops on the shores of Leyte Gulf from 18 to 20 Oct 1944. With his task unit under almost continuous fire from enemy aircraft and suicide dive bombers during the Battle of Samar Island on 25 October, he continued to direct repeated aerial strikes against the Japanese fleet approaching Leyte Gulf and contributed in large measure to the sinking of several enemy ships and to the infliction of extensive damage on numerous others.

★ SWANSON, Leonard R., Lt. Comdr., USNR, Houston, Tex.: As a pilot in BomRon 16, attached to USS *Lexington*, Lt. Comdr. Swanson participated in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and continuous fire from enemy antiaircraft batteries, he pressed home an attack on a Japanese battleship, and accurately placing his bomb, scored a direct hit on the target, despite its desperate evasive tactics.

★ THOMSON, Charles E., Lt. (jg), USNR, St. Louis, Mo.: As a pilot in BomRon 7, attached to USS *Hancock*, Lt. (jg) Thomson flew in action against the Japanese in the Battle of Leyte Gulf on 26 Oct 1944. Participating in a strike against major units of the Japanese fleet, he plunged through a barrage of enemy antiaircraft fire to score a direct hit on a Japanese cruiser.

★ TOWNSEND, Eugene P., Lt., USNR, South Gate, Calif.: As a pilot in FitRon 22 attached to USS *Princeton*, Lt. Townsend took part in action against the Japanese during the Battle of Leyte Gulf 24 Oct 1944. He participated in the interception of a large group of enemy planes attempting to attack our task force, and pressed home his attack to shoot down five planes and to inflict severe damage on another. Although his plane was struck several times by enemy fire, he continued to engage the enemy until his ammunition and fuel were exhausted.

★ TURNER, Edward B., Lt. Comdr., USNR, Spartanburg, S. C.: As a pilot in FitRon 14, attached to USS *Wasp*, Lt. Comdr. Turner fought his plane in action against the Japanese in the vicinity of the Philippines on 18 Oct 1944. Intercepting a strong force of enemy fighters, he engaged the outnumbering enemy in fierce combat, shooting down four and forcing a fifth to the ground where it crashed and burned.

★ WILTON, Jerry B., Lt. (jg), USNR, Grand Ledge, Mich.: As a pilot in BomRon 16 attached to USS *Lexington*, Lt. (jg) Wilton flew in operations against the enemy during the Battle of Leyte Gulf on 25 Oct 1944. In the face of enemy air opposition and intense fire from antiaircraft batteries, he pressed home a dive-bombing attack on a Japanese aircraft carrier and scored a direct hit despite its desperate evasive tactics.

SILVER STAR MEDAL

Gold star in lieu of fifth award:

★ PORTER, George E., Comdr., USN, Oakmont, Pa.: CO, USS *Bluefish*, first war patrol, POA.

Gold star in lieu of second award:

★ BECKMAN, Kenneth F., Lt. Comdr. (then Lt.), USNR, San Francisco, Calif.: Chief engineer and diving officer, USS *Bluegill*, first war patrol, POA.

★ BOWERS, Richard H., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: Assistant approach officer, USS *Atole*, first war patrol, POA, 9 Oct to 11 Dec 1944.

★ FLACHSENHAR, John Jay, Comdr. (then Lt. Comdr.), USN, San Diego, Calif.: CO, USS *Rock*, third war patrol, POA, 22 June to 12 Aug 1944.

★ STYVERSON, Douglas N., Lt. Comdr., USN, Marquette, Mich.: Assistant approach officer, USS *Seawolf*, 12th war patrol, POA, 12 Dec 1943 to 27 Jan 1944.

★ TAYLOR, Will W., Lt., USNR, Providence, R. I.: Fighter pilot, FitRon 4, USS *Essex*, Tokyo area, 16 Feb 1945.

First award:

★ AIKEN, Thomas N., Lt. (then Lt. (jg)), USNR, Upper Darby, Pa. (posthumously): Aircrewman, AirGrp 9, USS *Essex*, Rabaul, New Britain, and Bougainville, 11 Nov 1943.

★ BARGE, Roland, CHCARP, USNR, Oakland, Calif.: UDT action against Japanese, 17 to 21 July 1944.

★ BOWMAN, Don C., Lt., USNR, St. Louis, Mo.: Diving officer, USS *Guardfish*, eighth war patrol, POA, 14 to 23 July 1944.

★ CAMPBELL, Churchill J., Lt., USNR, Taft, Calif.: OOD, USS *Parche*, second war patrol, POA, 17 June to 16 Aug 1944.

★ CAPPAERT, Francis L., Lt. (then Lt. (jg)), USNR, St. Louis, Mich.: CO, PT 370, POA, 23 Apr 1944.

★ CAUSEY, Fred O., CGM, USN, Elizabeth City, N. C.: Gallantry during Japanese landings on Corregidor, P. I., 5 May 1942.

★ CHELLEW, Homer W., Lt. (then Lt. (jg)), USN, East Lyme, Conn.: Plotting officer, USS *Picuda*, third war patrol, POA, 23 July to 3 Oct 1944.

★ DEUTERMANN, Harold T., Capt. (then Comdr.), USN, White Plains, N. Y.: CO, USS *Cogswell*, POA, 13 to 17 Oct 1944.

★ DUVALL, Charles T., Lt. Comdr. (then Lt.), USN, Long Beach, Calif.: Electrical officer, USS *Honolulu*, Philippine Islands area.

★ ESTES, George G., Lt. Comdr. (then Lt. (jg)), USNR, Franklin, La.: Dive bomber pilot, BomRon 10, USS *Enterprise*, Santa Cruz, 26 Oct 1942.

★ FISHER, Frank R., Lt. (then Lt. (jg)), USNR, Denver, Colo.: Plotting officer, USS *Seahorse*, fifth war patrol, POA, 2 June to 19 July 1944.

★ FRAZIER, Eugene E., CHCARP (CEC), USNR, Hawthorne, Nev.: UDT action against Japanese, 17 to 21 July 1944

★ GREFE, Theodore F., Lt. Comdr., USNR, Duluth, Minn.: Assistant approach officer,

Gallant Marine Awarded Medal of Honor

For his conspicuous gallantry in the battle on Iwo Jima, Pfc. Donald J Ruhl, USMCR, has been posthumously awarded the nation's highest award, the Medal of Honor.

While serving as a rifleman in an assault platoon of Company E, 28th Marines, 5th MarDiv, on Iwo Jima from 19 to 21 Feb 1945, Pfc. Ruhl distinguished himself in every way as a fearless fighter and an unselfish comrade. He was quick to press the advantage when eight Japanese had been driven from a blockhouse on D-Day, and singlehandedly attacked the group, killing one with his bayonet and another by rifle fire in his determined attempt to annihilate the escaping troops.



Pfc. Ruhl

He was cool and undaunted as the resistance increased throughout the night and he voluntarily left the shelter of his tank trap early in the morning of D-Day plus 1 and moved out under a tremendous volume of mortar and machine gun fire to rescue a marine lying wounded in an exposed position approximately 40 yards forward of the line. Half pulling and half carrying the wounded man, he removed him to a defiladed position, called for an assistant and a stretcher and, again running through the heavy fire, carried the casualty to an aid station.

After he had returned to his unit, he volunteered to investigate an apparently abandoned Japanese gun emplacement and subsequently occupied the position through the night to prevent the enemy seizing the valuable weapon.

Pushing forward in the assault against the vast network of fortifications surrounding Mt. Suribachi the following morning, he crawled with his platoon guide to the top of a Japanese bunker to bring fire to bear on enemy troops located on the far side on the bunker. Suddenly an enemy grenade landed between the two marines. Pfc. Ruhl called a warning to his companion and threw himself on the weapon, absorbing the explosion in his own body and protecting all within range from the danger of flying fragments although he might easily have dropped from his position on the edge of the bunker to the ground below. An indomitable fighter, Pfc. Ruhl gave his life for his country.

USS *Cabrilla*, fifth war patrol, POA, 3 July to 9 Aug 1944.

★ HALE, Fletcher, Jr., Comdr. (then Lt. Comdr.). USN, Berkeley, Calif.: CO, USS *Sigourney*, Leyte Gulf and Surigao Strait, 19 to 25 Oct 1944.

★ HEIDEMAN, Lawrence L. L., Lt. (then Lt. (jg)), USNR, Laurium, Mich.: CO, naval combat demolition unit section 1, France, 6 June 1944.

★ HOUSE, William H., Lt. Comdr. (then Lt.), USN, Bisbee, Ariz.: Flight leader, TorpBomRon 14, USS *Wasp*, Philippine Islands area, 21 Sept 1944.

★ JACOBY, Ben E., Lt., USNR, Newark, Ohio: Medical officer with naval forces in Marshall Islands, 12 Feb 1944.

★ KEMP, Robert R., Lt. (then Lt. (jg)), USN, Elkins Park, Pa.: Radar officer, USS *Trigger*, ninth war patrol, POA, 23 Mar to 15 May 1944.

★ KERNODLE, Michael H., Capt., USN, Graham, N. C.: CO, USS *San Jacinto*, POA, 25 Oct 1944.

★ KINNEY, Orson A., Jr., Lt. (jg) (then Ens.), USN, Yonkers, N. Y.: Fighter pilot, FitRon 20, USS *Enterprise*, Leyte Gulf, 24 Oct 1944.

★ LANEY, Willis G., Lt., USNR, Hollywood Calif.: Fighter pilot, FitRon 8, USS *Bunker Hill*, Japan, 25 Feb 1945.

★ MALONE, Eugene I., Lt. Comdr. (then Lt.), USN, Glendale, Calif.: Torpedo data computer operator, USS *Silversides*, 10th war patrol, POA, 26 Apr to 11 June 1944.

★ MARION, George T., Lt. Comdr. (then Lt.), USNR, Dallas, Tex.: UDT action against Japanese, 17 to 21 July 1944.

★ McGREGOR, Austin B., Lt. (then Lt. (jg)), USNR, Thornton, Ill.: OinC LCI Task Unit, Sicily, 10 July 1943.

★ OLASKY, Charles, Lt. (then CY), USN, Brooklyn, N. Y.: CPO in charge communication center, Corregidor, P. I., 5 and 6 May 1942.

★ OSBORNE, Manley C., Lt. Comdr., USN, Williamtown, Ky.: Assistant gunnery officer, USS *Lexington*, Luzon, P. I., 6 Nov 1944.

★ PLEMONS, Arnold G., Lt. Comdr. (then Lt.), USN, San Francisco, Calif.: Torpedo data computer operator, USS *Sunfish*, seventh war patrol, POA, 22 June to 1 Aug 1944.

★ ROBISON, William H., Lt. Comdr. (then Lt.), USNR, Berkeley, Calif.: Torpedo data computer operator, USS *Seal*, 11th war patrol, POA, 8 Aug to 17 Sept 1944.

★ RODGERS, John R., Jr., Lt. Comdr. (then Lt.), USNR, Taylors, S. C.: Fighter division leader, USS *Princeton*, Philippine Islands area, 21 Sept 1944.

★ RUSSILLO, Michael P. Capt. (then Comdr.), USN, Pelham, N. Y.: CO, USS *Muskallunge*, fourth war patrol, POA, 1 Aug to 23 Sept 1944.

★ STYX, Joseph, Lt. (then Ens.), USNR, Chicago, Ill.: Pilot, TorpBomRon 7, USS *Hancock*, Leyte Gulf, 25 Oct 1944.

★ WILKIN, Warren D., Capt., USN, Kent, Ohio: Commander, coordinated attack group, POA, 4 July to 3 Aug 1944.

★ WILSON, Clark L., Jr., Lt. Comdr. (then Lt.), USNR, Riverside, Calif.: Assistant approach officer, USS *Sawfish*, seventh war patrol, POA.

★ ZULLINGER, John R., Lt. Comdr., USN, Chambersburg, Pa.: Assistant approach officer, USS *Pollack*, ninth war patrol, POA, 28 Feb to 11 Apr 1944.



Treasure Island, Calif.

"Passing ships shall dip their ensigns . . ."

WAY BACK WHEN

Qualifications For Being a Cook

You may cuss out the cooks in today's Navy, but look back a couple of centuries and see what qualifications were necessary in those days for a man to become a Navy cook.

It seemed to be a rule that no sailor who had not lost an eye or a leg in battle could be eligible for this office, though all were required to have two arms. Whether or not a man could cook apparently was overlooked in the qualifications for this position.



An exalted position it was, for even then all men tried to get on the good side of "cookie." Although in private, then as now, less complimentary nicknames were used.

In the 17th century the cook was, in most cases, an unscrupulous individual. It was often found that cooks could be bribed into giving double rations to the messes. Other seamen were always ready to do "cookie" a favor, with the idea that it would be returned a thousand-fold.

The cooks of today, however, have usually been through an up-to-date cook and baker school, and are perfectionists in their field. They can turn out palatable dishes which satisfy the cravings of any man.

But the cooks in today's Navy are still the average sailor's best buddy.

As there was no refrigeration aboard ship in olden days, foodstuffs were apt to spoil easily. As a result the cook's tasks were made even harder. Fresh meat was carried only in small quantities and fresh vegetables were almost unheard of. When ships were in foreign parts, hunting parties were organized to seek fresh meat. Too, there were no such things as ice water or ice cream.

Today, however, the modern man-of-war carries large quantities of fresh vegetables and meat, which makes the task of cooking in the modern Navy much easier. Also, as most cooks can bake, they can be depended on to turn out some fine pastries, no matter how small the vessel. On any ship or station, you will see men standing around, ready to sample the cook's art.

LEGION OF MERIT

Gold star in lieu of third award:

★ JOY, Charles T., Rear Admiral, USN, Coronado, Calif.: Officer in tactical command of salvage vessels, POA, 13 to 17 Oct 1944.

★ SALLADA, Harold B., Rear Admiral, USN, Norfolk, Va.: Director of Planning Division, BuAer, 15 Apr 1942 to 18 Aug 1943; Director of Planning Division, DCNO (Air), 18 Aug to 2 Oct 1943; Chief of BuAer, 1 June to 31 Aug 1945.

Gold star in lieu of second award:

★ JAMES, Harrie A., Lt. Comdr. (then Lt.), USNR, New York, N. Y.: Assistant intelligence officer on staff CTF during invasion of southern France, August 1944.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Radio and radar officer attached to CTF, during invasion of southern France, August 1944.

★ MOULTON, Horace D., Capt. (then Comdr.), USNR, Huntington Park, Calif.: Operations officer, staff, Com3dFleet, POA.

First award:

★ AVERY, Howard M., Comdr. (then Lt. Comdr.), USN, Rancho Santa Fe, Calif.: CO, CompRon 9, POA, 24 Sept to 10 Nov 1943.

★ CAMERON, Harold T., Comdr. (then Lt. Comdr.), USNR, Staten Island, N. Y.: CO, USS *Oberon*, during invasion of southern France, August 1944.

★ CONKLIN, Fredric L., Rear Admiral (then Capt.), USN, Lansing, Mich.: Commanding medical officer of a fleet hospital, POA, 23 Sept 1942 to 29 Mar 1944.

★ EARLY, Frederic J., Jr., Comdr., USNR, Piedmont, Calif.: Construction and public works officer on staff of Commander, U. S. Ports and Bases, France.

★ HEISER, Harold M., Capt. (then Comdr.), USN, Long Beach, Calif.: Force material officer, 7thPhibFor, POA, September 1943 to July 1944.

★ HERBERT, John R., Lt., USNR, St. Louis, Mo.: OinC, pontoon causeway platoon, 579 CB and maintenance unit, Italy, January 1944.

★ HOTCHKISS, Stuart T., Comdr. (then Lt. Comdr.), USNR, East River, Conn.: CO, USS *Coolbaugh*, POA, 18 to 26 Oct 1944.

★ KARPE, Eugene S., Capt., USN, Delhi, La.: CO, U. S. destroyer, POA.

★ LAUER, Frank, Lt., USNR, Chicago, Ill.: Reconnoitering the Naval Arsenal, Cherbourg, France, 27 June 1944.

★ MABON, Robert L., Capt., SC, USN, Marion Center, Pa.: Force supply officer, Service Force, 7th Fleet.

★ MACKLIN, William A. S., Capt., USN, NTS, Newport, R. I.: CO, USS *Richmond*, POA, February and March 1944.

★ MILLER, Charles H., Capt. (then Comdr.), USN, Brockton, Mass.: Operations officer on staff of Com11thPhibFor, France, 6 June 1944.

★ MONTGOMERY, Alan R., Capt. (then Comdr.), USN, Warrenton, Va.: CO of a group of LCIs attached to 3dPhibFor, POA, 22 Oct 1944.

★ OLSEN, Edward D., Lt., USNR, San Pedro, Calif.: In charge of constructing a harbor of refuge, St. Martin de Varreville, France, 7 to 11 June 1944.

★ QUYNN, Allen G., Commodore (then Capt.), USN, Frederick, Md.: Operations officer attached to ComServPac, July 1940 to May 1941; Chief of Staff until February 1943.

★ RAKOW, William M., Comdr., USN, Long Beach, Calif.: CO, USS *Stevens*, Leyte Gulf, Mangarin Bay and Mindoro, 27 Dec 1944 to 2 Jan 1945.

★ RIGSBEE, Evertt O., Jr., Capt. (then Comdr.), USN, St. Angelo, Tex.: Commander PatBomRon 117, Leyte, 10 to 25 Dec 1944; CO, USS *Orca*, Philippine Islands area, 30 Dec 1944 to 2 Sept 1945.

★ SMITH, Chester C., Capt., USN, Glendale, Calif.: ComSubDiv 61, POA, 11 Mar 1943 to 17 Mar 1944.

★ SMITH, Russell H., Comdr., USN, Brooklyn, N. Y.: CoMTBRon 19, Solomon Islands, 1 Nov 1943 to 23 Apr 1944.

★ STEWART, George V., Capt., USN, Front Royal, Va.: Discipline officer and later

★ DECORATIONS

Legion of Merit (Cont.)

General Inspector of BuPers, Oct 1940 to 2 Sept 1945.
★ STEVENS, James E., Capt. (then Comdr.), USN, Ridgefield Park, N. J.: CO, USS *Flounder,* fourth war patrol, POA, 27 Oct to 13 Dec 1944.
★ WEAD, Frank W., Comdr., USNR, Denver, Colo.: Head of plans division on staff of ComAirPac, November 1943 to June 1944.
★ WEITZEL, Charles W., Capt., USN, Long Beach, Calif.: CO, USS *President Jackson,* Solomon Islands area, August 1942 to June 1943.
★ ZIMMERMAN, Stanley F., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: CO, USS *YMS 34,* Bay of Cagliari, October and November 1943.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ HICKS, George L., Comdr. (then Lt. Comdr.), USNR, Oakland, Calif.: Pilot, PatBomRon 109, Taushima Straits, 6 Aug 1945.
★ HURST, Robert, Lt. (then Lt. (jg)), USNR, Grand Junction, Colo.: Fighter pilot, FitRon 18, USS *Intrepid,* Leyte Gulf, 24 Oct 1944.
★ MICHIE, Donald, Lt., USN, Montevideo, Minn.: Action against Japanese, Nansei Shoto Area, 4 May to 14 June 1945.
★ SALYER, Herbert L., Jr., Lt. Comdr. (then Lt.), USNR, Pensacola, Fla.: Action against Japanese, POA, 19 Mar to 28 Apr 1945.

Gold star in lieu of second award:

★ CARDON, Charles H., Lt. (jg), USNR, Philadelphia, Pa.: Bomber pilot, BomRon 11, USS *Hornet,* POA, 12 Jan 1945.
★ HANSEN, Theodore W., Lt. (jg), USNR, Santa Cruz, Calif.: Fighter pilot, FitRon 88, USS Yorktown, POA, 15 Aug 1945.
★ HARGREAVES, Everett C., Lt. (then Lt. (jg)), USNR, Brimfield, Ill.: Fighter pilot, FitRon 2, USS *Hornet,* Kazan Islands, 3 July 1944.
★ HEADE, Nicholas P., Jr., Lt. (jg.), USNR, Portland, Ore.: Action against Japanese, 29 Apr to 10 Aug 1945.
★ HEUBLEIN, Samuel L., Ens., USNR, Belleville, Ill.: Patrol bomber co-pilot, PatBomRon 118, Korea, 7 May and 16 June 1945.
★ McCUSKEY, Elbert S., Lt. Comdr., USN, Green Cove Springs, Fla.: Fighter pilot, AirGrp 8, USS *Bunker Hill,* Philippine Islands area, 21 Sept 1944.
★ MICHIE, Donald, Lt., USN, Montevideo, Minn.: Action against Japanese, Nansei Shoto Area, 1 Apr to 2 May 1945.
★ SCHMIDT, Darwin A., Lt., USNR, Alice, Tex. (posthumously); Flight leader to torpedo plane division in CompRon 86, USS *Bismarck Sea,* Volcano Islands areas, November 1944 to February 1945.
★ STRANE, John R., Lt. Comdr. (then Lt.), USNR, Cloquet, Minn.: Fighter pilot, FitRon 15, USS *Essex,* Philippine Islands area, 13 Sept 1944.
★ UDE, Vernon R., Lt. (then Lt. (jg)), USNR, Robbindale, Minn.: Fighter pilot, FitRon 10, USS *Enterprise,* POA, 19 June 1944.
★ VRACUI, Alexander, Lt. Comdr., USNR, East Chicago, Ind.: Fighter pilot, FitRon 6, USS *Belleau Wood,* Truk Atoll, 16 Feb 1944.

First award:

★ BANKER, Donald F., Lt. Comdr. (then Lt.), USN, New Orleans, La. (posthumously): Bomber pilot, BomRon 19, USS *Lexington,* POA, 21 Sept 1944.
★ BLACK, James C., Lt. (jg) (then Ens.), USNR, Marshalltown, Iowa: Fighter pilot, FitRon 80, USS *Hancock,* POA, 14 Dec. 1944 to 3 and 12 Jan 1945.
★ BLAKELEY, William N., Lt. (jg) (then Ens.), USNR, Pittsburgh, Pa.: Fighter pilot, FitRon 25, USS *Chenango,* Ryukyu Islands, 1 Apr to 12 May 1945.
★ BRODHEAD, John, Lt. Comdr. (then Lt.), USNR, St. Louis, Mo.: Pilot, Squadron 15, USS *Essex,* POA, 19 June 1944.
★ BONZAGNI, Henry V., Lt., USNR, Melrose, Mass.: CO, FitRon 19, USS *Lexington,* Leyte Gulf, 24 Oct 1944.
★ BUSHNER, Francis X., Lt., USNR, Miami, Okla.: Fighter pilot, POA, 18 June 1944.
★ BYWATER, George K., Lt. (jg), USNR, Salt Lake City, Utah: Action against Japanese, POA, 3 Jan to 5 Apr 1945.
★ CAMPBELL, Everett W., Lt. (jg) (then Ens.), USNR, Slippery Rock, Pa.: Pilot, CompRon 20, USS *Kadashan Bay,* Samar, 25 Oct 1945.
★ CARR, George R., Lt. (then Lt. (jg)), USNR, Atlanta, Ga.: Pilot in Squadron 15, USS *Essex,* POA, 16 June 1944.
★ CLOSE, Kenneth D., Lt. (jg) (then Ens.), USNR, Toronto, Kans.: Fighter pilot, Night Fighting Squadron 90, USS *Enterprise,* Tokyo area, 16 Feb 1945.
★ COARI, Paul A., Lt. (jg) (then Ens.), USNR, Chicago, Ill.: Fighter pilot, FitRon 14, USS *Wasp,* POA, 20 June 1944.
★ CORMIER, Richard L., Lt., USN, San Diego, Calif.: Pilot, BomRon 80, USS *Hancock,* POA, 16 Feb 1945.
★ COUNIHAN, John L., Jr., Comdr. (then Lt. Comdr.), USN, Wilmington, N. C.: CO, Squadron 6, USS *Block Island,* Atlantic, January 1943 to February 1944.
★ CRITCHER, Burras A., Jr., Lt. (jg) (then Ens.), USNR, Williamston, N. C.: Fighter pilot, FitRon 19, USS Lexington, Leyte Gulf, 24-25 Oct 1944.
★ CULBERTSON, Peter I., Lt. (then Lt. (jg)), USN, Minneapolis, Minn.: Command pilot of Airship K-95 in rescue of marooned airmen in California desert, 2 July 1944.
★ DUKE, George M., Lt., USNR, Flora, Miss.: Action against Japanese, 2-3 Mar 1945.
★ DUNCAN, Doy H., Lt. (jg) (then Ens.), USNR, Murfreesboro, Ark.: Pilot, CompRon 20, USS *Kadashan Bay,* Samar, 25 Oct 1944.
★ DUNPHY, James, Lt. (jg) (then Ens.), USNR, Revere, Mass.: Fighter pilot, FitRon 80, USS *Hancock,* Formosa, 21 Jan 1945.
★ GARRETT, Roy E., Lt. (jg), USNR, Parsons, Tenn.: Action against Japanese, 12 Feb to 18 May 1945.
★ GARTLAND, Paul V., Lt. (then Lt. (jg)), USNR, Matkiper, Mass.: Fighter pilot, FitRon 10, Leyte Gulf, 25 Oct 1944.
★ GILREATH, John F., Jr, Lt. (then Lt. (jg)), USNR, Charlotte, N. C.: Pilot, TorpRon 82, USS *Bennington,* Hachijo Jima, 16 Feb 1945.
★ GOULD, Robert W., Lt. (then Lt. (jg)), USNR, Fond du Lac, Wis.: Pilot, TorpRon 23, USS *Princeton,* Rabaul, 5 Nov. 1943.
★ GREGORY, Hayden A., Lt., USNR, Lubbock, Tex.: Fighter pilot, FitRon 82, USS *Bennington,* Tokyo area, 16 Feb 1945.
★ HALL, Robert P., Lt. (then Lt. (jg)), USNR, Wichita, Kans.: Action against Japanese, 30 Mar 1944.
★ HAMBLIN, Darwin, Lt. (jg), USNR, Ft. Bridger, Wyo.: Action against Japanese, 1 to 6 Apr 1945.
★ HAND, Donald L., Lt. (then Lt. (jg)), USN, Pasco, Wash.: Patrol plane commander, Mindanao, 6 to 21 Sept 1944.
★ HARRISON, Harry W., Jr., Comdr. (then Lt. Comdr.), USN, Rosemont, Pa.: Commander, FitRon 6, USS Independence, POA, 11 Nov 1943.
★ HONEY, Norwood M., Lt. (jg), USNR, Mission, Tex. (posthumously): Pilot, BomRon 104, POA, 29 Oct to 15 Nov 1943.
★ JORDAN, Clifford R., Lt. (then Lt. (jg)), USNR, Bogota, N. J.: Pilot, BomRon 15, USS *Essex,* Philippine Sea, 19 June 1944.
★ KING, Walter W., Lt. (then Lt. (jg)), USNR, Corinth, Miss.: Fighter pilot, POA, 31 Mar 1944.
★ LAZEAR, George C., Lt., USNR, Cheyenne, Wyo.: Pilot, CompRon 20, USS *Kadashan Bay,* Samar, 25 Oct 1944.
★ MASON, John L., Lt. (jg), USNR, Inglewood, Calif.: Pilot, TorpRon 45, USS *San Jacinto,* POA, 4 Jan to 5 Apr 1945.
★ MASONER, William J., Lt., USNR, Riverside, Ill.: Flight leader, FitRon 19, USS *Lexington,* Formosa, 12 Oct 1944.
★ McCRARY, Douglas A., Lt. Comdr. (then Lt.), USNR, Delroy, Fla.: Flight leader, Ponapo Atoll, 1 May 1944.
★ McDANIEL, William D., Lt. (jg) (then Ens.), USNR, St. Louis, Mo.: Pilot, CompRon 3, USS *Kalinin Bay,* Leyte Gulf, 24 Oct 1944.

WHAT'S IN A NAME

Swallowed the Anchor

Here is on expression thot non-seogoing men seldom heor. However, if landsmen heor it used by o bluejocket they will undoubtedly believe their friend is trying to belittle the sword swallowers or persons of similor professions.



A soilor who is reody to swollow the onchor is one who hos completed his "20" ond is going to retire, or else is giving up his soiling coreer to take o shore job.

It's on expression like the oft-told tole which is heord throughout the fleet—"When my time is up, I oim to get me on onchor ond stort walking. The first person I meet thot asks me whot I om corrying, I intend to drop it, and spend the rest of my life there."

CBMU 624 Honored For Okinawa Duty

Navy construction Battalion Maintenance Unit 624 has been awarded the Navy Unit Commendation for meritorious services in support of combat operations against enemy forces at Kadena Airfield, Okinawa, from 3 April to 25 June 1945.

Functioning as a maintenance unit for the first time, the CB unit arrived at the airfield within two days after its capture by our forces and immediately began to prepare the field for operations by our marine fighter squadrons. Performing all kinds of duty in support of an undermanned aircraft group, the unit stored and dumped hundreds of thousands of gallons of aviation gasoline and, while working under frequent enemy air and artillery attacks, filled shell and bomb holes, repaired runways and taxiways and improved the living conditions for the air group personnel.

Despite continued bombings, shellings and heavy rains, the unit persevered in its work of maintaining the airfield in a state of readiness for all types of aircraft and contributed materially to the successful operations of the marine aircraft group based at Kadena field.

Lt. Harlow H. Lippincott, USNR, Houston, Texas, was OinC of the unit at the time.

★ MICHEEL, Vernon L., Lt. Comdr. (then Lt.), USNR, Davenport, Iowa: Leader of a strike of fighter-bombers, AirGrp 2, USS *Hornet*, POA, 21 Sept 1944.
★ MOBUS, Alfred C., Lt. (then Lt. (jg)), USNR, San Marino, Calif.: Bomber pilot, POA, 12 June 1944.
★ MOORE, William J., Lt. Comdr. (then Lt.), USNR, Fresno, Calif.: Pilot, TorpRon 2, USS *Hornet*, Bonin Islands, 4 Aug 1944.
★ NASH, Robert H., Lt., USNR, Yanktown, S. D.: Pilot, torpedo plane, CompRon 75, USS *Ommaney Bay*, Samar, 25 Oct 1944.
★ O'BOYLE, Thomas P., Lt., USNR, St. Louis, Mo.: Fighter pilot, AirGrp 8, USS *Bunker Hill*, Philippine Islands area, 13 Sept 1944.
★ PARKER, Robert B., Lt., USNR, Troupe, Tex. (posthumously): Pilot, BomRon 19, USS *Lexington*, Philippine Islands area, 12 Sept 1944.
★ ROGERS, Clifford, Jr., Lt. (jg) (then Ens.), USNR, Carbondale, Ill.: Pilot, TorpRon 27, USS *Princeton*, POA, 24 Sept 1944.
★ ROGERS, Donald R., Lt. (jg), USNR, Sioux City, Iowa: Pilot, CompRon 20, USS *Kadashan Bay*, Battle off Samar, 25 Nov 1944.
★ SAFFORD, Minott W., Lt. (jg), USNR, Springfield, Mass.: Action against Japanese, 18 Dec 1944 to 19 Mar 1945.
★ SCHARPF, Jacob W., Jr., Lt. (jg), USNR, Charleston, S. C.: Action against Japanese, 18 Dec 1944 to 25 Feb 1945.
★ SHUNWAY, James M., Lt. (jg), USNR, Assumption, Ill.: Pilot, AirGrp 18, USS *Intrepid*, Philippine Islands area, 24 Sept 1944.
★ SILVERSTON, Carl R., Lt. (jg) (then Ens.), USNR, Coos Bay, Ore.: Fighter pilot, FitRon 14, USS *Wasp*, Philippine Sea, 20 June 1944.
★ SORENSEN, Charles H., Lt. Comdr., USNR, Hayward, Calif.: Pilot, TorpRon 15, USS *Essex*, Marianas Islands, 12 June 1944.
★ STONE, Maurice M., Lt. Comdr. (then Lt.), USN, Richmond Hill, Ga. (posthumously): Pilot, BomRon 84, USS *Bunker Hill*, POA, 16 Feb 1945.
★ STREIG, Frederick J., Lt. (then Ens.), USNR, San Juan Bautista, Calif.: Fighter pilot, FitRon 17, Solomon Islands, 27 Oct to 1 Dec 1943.
★ SWEARINGEN, William J., Lt. (jg), USNR. Sac City, Iowa: Pilot, AirGrp 3, USS *Yorktown*, Formosa, 21 Jan 1945.
★ VAUGHAN, William H., Lt. (jg) (then Ens.), USNR, Houston, Tex.: Pilot, AirGrp 2, USS *Hornet*, POA, 19 June 1944.
★ VOLPI, Ray A., Lt. (then Lt. (jg)), USN, Tracy, Calif.: Fighter pilot, CompRon 3, USS *Kalinin Bay*, Battle for Leyte Gulf, 24 Oct 1944.
★ WALKER, Julian, Lt. (then Lt. (jg)), USNR, Edinburg, Tex.: Pilot, TorpBomRon 14, USS *Wasp*, Philippine Islands area, 21 Sept 1944.
★ WERLEIN, Arthur J., Lt. (jg), USNR, Berwyn, Ill.: Pilot, AirGrp 3, USS *Yorktown*, China Coast, 16 Jan 1945.
★ WILLIAMS, Clyde A., Lt. Comdr. (then Lt.), USNR, Kingsville, Tex.: Fighter pilot, FitRon 3, USS *Yorktown*, China Coast, 15 Jan 1945.
★ WINTERS, Theodore H., Jr., Comdr., USN, Boston, Mass.: Flight group leader, FitRon 19, USS *Lexington*, Philippine Islands area, 12 Sept 1944.
★ ZAESKE, Earling W., Lt. (then Lt. (jg)), USNR, Highland Park, Ill.: Pilot, AirGrp 2, USS *Hornet*, POA, 15 to 20 June 1944.

BRONZE STAR MEDAL

First award:

★ ANDERSON, Edward C., Lt. Comdr., USNR. Chicago, Ill.: CO, USS *LST 378*, invasion of Normandy, France, 6 June 1944.
★ ANDERSON, William C., Lt., USNR, Marblehead, Mass.: Service on board USS *Razorback*, second war patrol, POA, 15 Nov 1944 to 5 Jan 1945.
★ BIDWELL, Francis C., Lt. Comdr. (then Lt.), USNR, Tampa, Fla.: CO, USS *LST 336*, invasion of Sicily, 10 July 1943.

1st U. S. Child on Kwajalein

Residents on Kwajalein were startled to hear fire bells clanging madly, see a Navy fire truck rush up and screech to a halt, and have cigars presented to them by a somewhat elated and excited young Navy man, Forrest B. Landreth, BM1.

There could be only one answer: Landreth had just became a father. His excuse for acting a trifle conspicuously was that his child became the first American citizen born on Kwajalein.

★ BREWSTER, Byron G., Lt., USNR, Port Henry, N. Y.: CO, USS *LCS (L) 22*, Okinawa, April to June 1945.
★ BURNS, John H., Jr., Lt. (then Lt. (jg)), USNR, New Orleans, La.: Communication officer, USS *Sea Robin*, second war patrol, POA, 24 Feb to 29 Apr 1945.
★ CARTER, Ulysses B., Lt. Comdr., USNR, Columbia, S. C.: CO, USS *Roper*, invasion of southern France, August 1944.
★ CHRISTENSEN, Clarence H., Lt. Comdr. (then Lt.), MC, USNR, Duluth, Minn.: Medical officer in a Marine infantry battalion, Guam, M. I., 21 July to 10 Aug 1944.
★ CONNITT, Edward L., Lt. Comdr., USNR, Berkeley, Calif.: Assistant operations officer on staff of ComServRon 10, POA, 13 Feb to 1 July 1945.
★ COULTER, Frank J., Lt. Comdr. (then Lt.), USN, Baltimore, Md.: Torpedo data computer operator, USS *Shipjack*, ninth war patrol, POA, 10 Jan to 12 Mar 1944.
★ COX, William R., Comdr., USN, Washington, D. C.: CO, USS *McGowan*, Saipan, M. I., 15 June 1944.
★ DORITTY, Raymond E., Lt. (jg) (then RT), USN, Los Angeles, Calif.: Sound operator, USS *Tilefish*, second war patrol, POA, 22 June to 15 Aug 1944.
★ DUDLEY, John H., Lt., USNR, Los Angeles, Calif.: Ferry control officer during invasion of Normandy, France, June 1944.
★ EATON, Francis C., Lt. Comdr. (then Lt.), USNR, Binghampton, N. Y.: Navigating officer, USS *Weehawken*, Sicily, July 1943.
★ EDDY, Ian C., Capt. (then Comdr.), USN, New London, Conn.: CO, USS *Pargo*, fourth war patrol, POA, 13 June to 9 Aug 1944.
★ ENGLAND, Jonathan S., Lt. (then Lt. (jg)), USNR, Pittsfield, Mass.: PT and MTB section leader, Solomon Islands, 29 June 1943 to 10 Mar 1944.
★ FOURNIER, Paul E., Lt., USN, Philadelphia, Pa.: Member of salvage party attached to USS *Milwaukee*, South Atlantic, 21 to 25 May 1945.
★ FOUSS, Ralph A., Comdr., USN, Altoona, Pa.: Flight deck officer, USS *Princeton*, 25 Feb 1943 to 11 May 1944.
★ GINTHER, Joseph M., Lt., USNR, St. Paul, Minn.: Communication officer and CIC liaison officer, USS *Cogswell*, POA, 15 Jan to 15 Aug 1944.
★ HALBAKKEN, David S., Lt. (jg), USNR, Pelican Rapids, Minn.: Service on board USS *Anderson*, Cabalian Bay, P. I., 1 Nov 1944.
★ HARDY, Irad B., Jr., Lt. Comdr., MC, USNR, Waltham, Mass.: Medical officer attached to 3rd Batt., 14th Marines, 4th MarDiv, Saipan and Tinian, 15 June to 8 Aug 1944.
★ HARRELL, John W., Lt., USNR, Wichita, Kans.: Sound officer, USS *Sea Owl*, first war patrol, POA, 19 Nov 1944 to 15 Jan 1945.
★ HOLT, Norman L., Capt. (then Comdr.), USN, Coeur d'Alene, Idaho: Engineering officer, USS *Milwaukee*, South Atlantic, 21 to 25 May 1942.
★ HULSE, Charlie G., Lt. (then Lt. (jg)), USN, Los Angeles, Calif.: OinC, air torpedo overhaul shop, Submarine Base, Pearl Harbor, T. H., 1 July 1943 to 1 May 1944.
★ JARDEN, George W., Lt. Comdr. (then Lt.), USNR, Nerbart, Pa.: OinC, mine destruction shore party, USS *Chief*, Saipan, M. I., 28 to 30 June 1944.
★ JENKINS, Robert P., Lt., USNR, Carrollton, Ga.: CO, USS *YMS 62*, Italy, January 1944.
★ JOHNSON, Douglas M., Lt. Comdr. (then Lt.), USNR, Olympia, Wash.: FDO, USS *Wasp*, POA, 15 May to 29 Oct 1944.
★ JOHNSON, George W., RE (then CRM), USN, San Diego, Calif.: Radioman attached to staff of commander, division attack transports, Attu, Roi-Namur, Guam, Peleliu, Leyte, Lingayen Gulf and Luzon, December 1943 to 1945.
★ JONES, Daniel W., Jr., Lt. Comdr. (then Lt.), USNR, Seaonk, Mass.: Communication officer on staff, ComCruDiv, POA, 11 Dec 1942 to 7 Apr 1944.
★ KELLY, John L., Jr., Comdr. (then Lt. Comdr.), USN, Riverside, Calif.: CO, USS *Pringle*, a unit of DesRon 21, POA, June, July and August 1944.
★ LAMBERT, David, Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Gunnery officer, USS *Oakland*, POA, 15 Nov 1943 to 30 July 1944.
★ LANE, Arthur S., Comdr. (then Lt.), USNR, Arlington, Mass.: CO, USS *YMS 28*, Italy, January 1944.
★ LAWRENCE, John E., Lt., USNR, South Hamilton, Mass.: Assistant intelligence officer on staff, Com3dFleet, 15 June 1944 to 25 Jan 1945.
★ LEE, Gilbert R., Lt. (jg), USNR, College Park, Md.: Second-in-command of beach party of an attack transport, POA, 15 to 24 June 1944.
★ LEGENDRE, Sidney J., Lt. Comdr., USNR, Mt. Holly, S. C.: Coordinator of distribution and assembly, Joint Intelligence Center, POA, 1 Sept 1942 to 28 May 1945.
★ LEHMAN, John F., Lt., USNR, Glenside, Pa.: CO, USS *LCS (L) 18*, Okinawa, April to June 1945.
★ LINDGREN, Ralph A., Lt. Comdr., USNR, LaPorte, Ind.: Gunnery and executive officer, USS *Anthony*, POA, February to June 1944.
★ LIPPITT, Devereux H., Jr., Lt. Comdr., USNR, Dunwoody, Ga.: Air operations officer on staff of Com3dPhibGrp, Roi-Namur, Guam and Lingayen Gulf, December 1943 to August 1945.
★ LOWE, Joseph A., Lt. Comdr., USNR, Webster Groves, Mo.: CO, USS *LST 569*, Leyte Gulf, Lingayen, San Antonio, Luzon, Palawan and Polloc Harbor, P. I.
★ MALONE, Eugene I., Lt. Comdr. (then Lt.), USN, Los Angeles, Calif.: Radar and sound officer, USS *Silversides*, seventh war patrol, POA.
★ McHALE, William A., Capt., USNR, Glen Rock, N. J.: CO, U. S. ship, Kwajalein Islands, 31 Jan 1944.
★ METCALF, William G., Lt., USNR, Belmont, Mass.: Member naval beach party, Leyte, P. I., 20 Oct 1944.
★ OSBORNE, Lloyd B., Comdr., USNR, Hono-



CERTIFICATE is presented by Rear Admiral Kelly, Com 3, to Cardinal Spellman for Catholic welfare program.



MODEL building attracts great numbers of enthusiasts among men on board the ships of Uncle Sam's Fleet. Leathercraft and photography also are popular.

VARIETY IN HOBBY INTERESTS

Photography and stamp-collecting are tops among hobbies for landlubbers, but what crafts interest men on board ship?

There are no statistics to prove it, but shutter-bugs are generally conceeded to be the Fleet's largest and most enthusiastic group—just as they are in civilian life and at land-based stations. As for the other hobbies and crafts, the latest information available points to some surprising new interests and some revivals of passe hobbies.

Men on board USS *Pine Island* (AV 12), which went along on Operation HIGHJUMP, had much leisure time to while away long, boring hours. Their interests in hobbies, necessarily over-emphasized, provides an important index to the rest of the Fleet's desires.

Leathercraft was by far the most popular craft. A majority of men on board the ship did work in leathercraft of one sort or another. The entire leather supply sold out rapidly and a much larger amount could have been stocked to advantage. Lacing material in amounts consistent with the leather were recommended for stocking.

Second in popularity among the crew was model building. Ship models and airplane models with gas engines were the ones which attracted the greatest number of participants. Model accessories—paint, fuel, batteries, etc.—would also be a requirement for any ship with a good well-rounded hobby craft program.

Naval personnel throughout the Navy as well as on the Antarctic expedition are reviving an old hobby which has declined in popularity outside the service—jewelry-making. Large amounts of silver chain, silver wire, fancy wire, bracelet blanks and tools for making the ornaments are vital to a complete hobby craft set-up.

Fancy knot and rope work, including square-knotting of belts and purses, had widespread interest among shipboard personnel. Belfast cord in many colors is all that is necessary for knotting fans.

The moderate popularity of shell craft (making shell jewelry) among the crew members was due, in part, to the limited assortment of shells and materials available. It is expected that a with the accompanying pin backs, earring clips, etc., would proportionately increase the demand for shell craft material.

Steps recommended to implement the hobby craft program on board ships also included:

- An officer and sufficient men on board each vessel to take charge and guide the program.
- Use of standard programs set up by BuPers, based on the size of each command, and other practical considerations.
- Formulation of a standard accounting and stock control system.
- Proper merchandising space allotted on board ship with necessary accounting and bookkeeping equipment.
- Adequate space for hobby craft workshops.

Necessary guidance will be found in the new "Handbook for Construction and Operation of U. S. Navy Hobby Shops" (NavPers 15662), now being distributed.

Manuals covering each available craft are now being prepared for publication.

★ DECORATIONS

Bronze Star (Cont.)

lulu, T. H.: Training officer on staff of commander air support control units and commander, air support control unit, Tinian and Iwo Jima, July 1944 to March 1945.

★ PILKINGTON, Marinus, Lt., USN, Roxbury, Mass.: CO, USS *LST 532,* Normandy, France.

★ PLEATMAN, Ralph F., Lt. Comdr. (then Lt.), Cincinnati, Ohio: Torpedo and TDC operator of a submarine, POA, 20 Oct to 12 Dec 1943.

★ RANDOLPH, John B., Lt. (then Lt. (jg)), USNR, Altus, Ark.: Radar officer, USS *Raton,* sixth war patrol, POA, 6 Oct to 1 Dec 1944.

★ SCHENCK, Robert F., Jr., Lt., USNR, Chicago, Ill.: CO, LCIG, Marshall Islands, January and February 1944.

★ SCHMIDT, Louis E., Jr., Comdr. (then Lt. Comdr.), USN, Parole, Md.: CO, USS *Isherwood,* POA, 13 to 26 June 1944.

★ SLAYMAKER, Robert K., Jr., Lt. Comdr. (then Lt.), USN, Grosse Pointe, Mich.: Executive officer, navigator and combat evaluator aboard a U. S. destroyer, Saipan and Tinian, M. I., 30 June 1943 to 1 Aug 1944.

★ SMALL, Milton M., Lt. (then Lt. (jg)), USN, Boston, Mass.: Medical officer of a close-in fire ship, POA, 24 July 1944.

★ SOUTHWORTH, Paul C., Lt., USN, Rochester, N. Y.: Maintenance officer of a task force unit, Normandy, France, January to June 1944.

★ STUART, William A., Comdr., USN, Bluefield, W. Va.: Flight deck officer, USS *Ranger,* North Atlantic and Arctic oceans, March through December 1943.

★ SUTTON, James, Lt. Comdr., USNR, Bryn Mawr, Pa.: Air-sea rescue officer on staff of commander, air support control units, Iwo Jima and Okinawa, February to April 1945.

★ TALLANT, Kyle M., Lt. (jg) (then Ens.), USNR, Bradenton, Fla.: Service on USS *LST 181,* Leyte, P. I.

★ TALTON, Wade T., Lt., USNR, Smithfield, N. C.: Service with Eighth Beach Battalion, invasion of southern France, 15 Aug 1944.

★ THEOBALD, Robert A., Jr., Comdr., USN, Scarsdale, N. Y.: CO, USS *Smith,* February 1943 to February 1944; USS *Weeks,* January to June 1945.

★ TRAMMELL, Richard J., Lt., USNR, Atlanta, Ga.: Assistant approach and watch officer, USS *Bluefish,* first, second and third war patrols, POA.

★ TRENT, Thomas R., Lt. Comdr. (then Lt.), USNR, Lynbrook, N. Y.: Plotting officer, USS *Thresher,* POA, 14 June to 27 July 1944.

★ VASEY, Lloyd H., Lt. Comdr., USN, Washington, D. C.: Gunnery and torpedo officer, later executive officer, USS *Gunnel,* POA.

★ WARDEN, Denzil C., Lt. Comdr. (then Lt.), USNR, Joplin, Mo.: Operational information officer of air support control unit, Hollandia, Morotai, Leyte, Iwo Jima and Okinawa, December 1943 to April 1945.

★ WAUCHOPE, George M., Capt., USN, Long Island, N. Y.: CO, U. S. ship, Kwajalein Island, 31 Jan 1944.

★ WEEDEM, William W., Jr., Capt., USN, Jamestown, R. I.: Commander, flotilla of landing craft, Okinawa, February to September 1945.

★ WHIDDEN, Francis E., Lt., USNR, Elyria, Ohio: Photographic interpretation officer, Com3dPhibGrp, Roi-Namur, Guam, Leyte and Lingayen Gulf, December 1943 to August 1945.

★ WOODS, Frederick N., Lt., USNR, Redwood City, Calif.: CO, USS *LCS (L) 19,* Okinawa, April to June 1945.

★ WOODWARD, Leonard H., Lt. (then Lt. (jg)), USNR, Compton, Calif.: CO, USS *LCI (L) 738,* Leyte and Luzon, 20 to 24 Oct 1944 and 9 to 30 Jan 1945.

★ ZINSER, Eugene J., Lt. (then Lt. (jg)), Milwaukee, Wis.: Member naval beach party, Leyte, P. I., 20 Oct 1944.

BOOKS: LIVING SEA, HISTORY AND BATTLE REPORTS

FOR YOU lovers of the deep blue sea, ships and station libraries will feature a couple of books that aim to enlighten you immensely on what makes with the sea. Upon reading these books you will no longer think of the sea as a body of salty liquid, but as something living and mysterious, the secrets of which have yet to be fully known to mankind.

As for those of you who enjoy historical reading, there is to be found some interesting reading in recent books covering important naval battles in the Pacific, and the exciting life and work of whalers.

Fascinating Oceans

● **"The Great and Wide Sea,"** by R. E. Coker; University of North Carolina Press.

The seas in all their physical, dynamic and biological aspects are described here. Proclaiming that a more general "sea-consciousness" should prevail in the future, the author traces the history of oceanography and the pioneers in the field.

The author amply discusses the composition of sea water, its physical properties, the deposits to be found on the bottom of the sea, sea water in motion including tides and movement by winds, and the relationship between the sea and the sun.

Life in the sea is interestingly treated. This refers to the organic marine life in which are included those animals and plants, such as barnacles and oysters, that cruise with the currents for a time—then park for the remainder of their lives in one spot.

The study of oceans is a fascinating subject that has been well presented by the author who has a thorough knowledge of his subject.

Action Account

● **"Battle Report, Pacific War: Middle Phase,"** by Capt. Walter Karig, USNR, and Comdr. Eric Purdon, USNR; Rinehart.

The third volume of *"Battle Report,"* the account of the Navy in World War II, covering the Pacific War; Middle Phase has just been released. This volume was prepared by the authors from official sources. There are accounts of the battles of the Coral Sea, Midway, the Solomon Islands, Guadalcanal and the many others up through the battle of Empress Augusta Bay. In addition to the Pacific Island War, there is the story of naval activities in the Aleutians.

This does not propose to be a definitive history of the war in the Pacific during this period, but it does present a well-rounded account of action as seen by the men who fought there. The authors have drawn upon files of both American and Japanese navies for first hand accounts of actions. Many illustrations add considerably to the dramatic value of this account.

Antarctic Whalers

● **"Logbook for Grace,"** by Robert Cushman Murphy; Macmillan.

Those of you who thrilled to the adventures in *"Moby Dick"* will certainly follow in line with this record of the whaling brig *Daisy*. Life on the New Bedford whaler on a voyage to the Antarctic back in the year 1912 makes good reading.

The author, one of our foremost naturalists, accompanies a whaling and sealing expedition for the purpose of collecting rare specimens for the American Museum of Natural History. He signs aboard the *Daisy*, a cross between a brig and a schooner, as assistant navigator. The *"Logbook"* is a personal account to his wife, Grace, of his life, experiences, feelings during his year away in the Antarctic.

Murphy ably describes the exciting action developing when a school of sperm whales appears and the boats are lowered. We learn of the job of disposing of the whale's carcass; the preparations made before the next catch.

The author relates plenty of excitement and danger, such as observing and collecting his specimens in terrible weather, braving gales and williwaws in his little dory. The book is not only an excellent record of scientific findings, but also a good yarn, a narrative of whaling, and an exciting story of personal adventure.

Tomorrow's Aircraft

● **"Gas Turbines and Jet Propulsion for Aircraft,"** by G. Geoffrey Smith; Aircraft Books, Inc.

An excellent reference book of considerable value for all aviation personnel, as well as others interested in engineering.

Second in Canal Trilogy

"And the Mountains Will Move," is the second in a proposed trilogy by Capt. Miles P. DuVal, USN, on the story of canal building. His first volume was *"Cadiz to Cathay,"* which traced the story of the canal from its original beginning in the form of an idea in 1502.

This latest volume narrates the construction process in the building of the Panama Canal in three parts: (1) The building of the Panama Railroad, 1849-55; (2) the great French effort to build the Canal, 1879-89; and (3) its completion by the United States, 1904-14.

Lost Continents?

● **"The Mysterious Sea,"** by Ferdinand C. Lane; Doubleday.

Opening appropriately with a chapter on how the sea began, it further helps you to discover that ocean basins are relatively fixed features, but shore lines fluctuate. As for romance, there is a great deal of it connected with the land beneath the sea. Who hasn't read at one time or another about a lost continent? These tales are more fanciful than true according to Dr. Lane, but surprisingly enough, in spite of all the probing that has been made into the undersea world, there are still large areas remaining where no sounding has ever been taken.

This book deals not only with the physical environment, but also with the life in the ocean. The author believes there are untapped resources here that will be drawn upon in future time for the benefit of mankind. In his final chapter, it is interesting to note the author's comments concerning the ocean's place in the changing world. In his opinion, America has now become "sea-minded," and Russia's restlessness is due in part to "ocean-hunger" that has never been appeased.

History has shown that sea power brings supremacy, and today America's Navy is the most formidable in the world.



ASSAULT boat carrying marines hurtles toward the beach on Empress Augusta Bay, which battle is described in *"Battle Report, Pacific War: Middle Phase."*

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **REQUESTS** for Certificates of Appointment to pay grade 1 are still pouring into BuPers. To date, 42,500 requests have been received and of this number 3,000 certificates have been issued. It is estimated that it will be January 1949 before all requests are completed. BuPers has again emphasized that duplicate requests and inquiries only tend to slow up the issuance of certificates. For information see ALL HANDS, February 1947, p. 54.

● **APPROXIMATELY** 300,000 persons qualified for terminal leave cash and bonds—including men still in service as well as those already discharged—have not yet applied for the cash and bonds due them.

All such personnel are urged by BuSandA to apply before the deadline date, 1 Sept 1947. On that date work will be completed on the present backlog and the disbursing staff, which is now geared to process 5,000 applications a day, will be disestablished.

The Navy has paid to date over 2,200,000 claims representing about $473,000,000. At present there are about 13,000 applications on hand that have been improperly filled out or have incorrect return addresses. Applicants who filed on or before 1 April 1947 and have not yet received payment, should write to U. S. Navy Terminal Leave Disbursing Office, Great Lakes, Ill., giving their full name and correct address.

Unless a large portion of the remaining 300,000 personnel entitled to leave payment send in their applications within a short time, the disbursing staff will necessarily be cut again, causing an increase in the time required to process an application.

● **BUPERS** has received numerous inquiries concerning a specified per capita limit which commands should set for ship or station parties, which are to be supported in whole or in part from recreation funds.

BuPers Circ. Ltr. 361-45 (now obsolete) set a limit of $5 per capita. This letter was superseded by SecNav's letter of 17 May 1946 (NDB, 46-1071) which purposely did not specify a limited amount for authorized expenditure, because of varying conditions under which parties might be given.

As an example, a ship returning from a long cruise might want to throw a bigger party than another ship which had been in home port for a considerable period of time.

It is still not desired by BuPers to set any limitation. It is a matter which must be determined by good judgment considering all the factors, including obligations as well as balance available. In making the decision, it should be borne in mind that the funds come indirectly from the pockets of naval personnel and that generally a more substantial and permanent value can be acquired for the money required to finance a large party.

BuPers advises that the benefits derived from a party should be commensurate with the amount of money spent, not forgetting that adequate provision should be made for other more permanent recreational activities for the present and immediate future.

● **THE ARCTIC** will be the scene of a limited naval expedition this summer, under command of Capt. Robert S. Quackenbush, Jr., USN, who was chief of staff for Rear Admiral Richard H. Cruzen, USN, on the recent Antarctic expedition. Purpose of this summer's junket will be establishment of a Canadian-American reporting station at Winter Harbor, on Melville Island, in the Canadian Arctic. The expedition also will provide additional training in cold weather operations.

● **LEAVE** computations for every person in the naval service will make a busy day of 30 June (except in those foresighted commands where the actual work was begun earlier), as the first annual mandate of BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946) is carried out.

The circular letter, para. (C) (5) provides that, "Subsequent to 1 September 1946, leave taken and leave credited will be accounted for on a fiscal year basis. On 30 June 1947 charge each individual's leave account with leave taken during the period 1 September 1946 to 30 June 1947 and credit each individual's leave account with 25 days leave earned ($10 \times 2\frac{1}{2} = 25$) less any required deductions for periods of AWOL, AOL, and confinement as the result of a sentence of a court-martial, provided that the total leave credit does not exceed 60 days, in which case the excess over 60 is dropped. On each subsequent 30 June, charge leave taken during the fiscal year and credit 30 days leave earned during the fiscal year less any required deductions for periods of AWOL, AOL, and confinement as a result of a sentence of a court-martial; always provided that the total does not exceed 60 days. In any case where only a part of a fiscal year is to be considered, prorate the earned leave at the rate of $2\frac{1}{2}$ days for each month of active service."

BuPers reminded commands of their responsibility in keeping up-to-date the leave records of all person-

LEGISLATIVE ROUNDUP

Nurse Corps—Public Law 36 (H.R. 1943): Establishes a permanent Nurse Corps of the Navy (see p. 59).

Chief of Chaplains — S. 227, H.R. 1365: Passed House and Senate; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Passed House and Senate; to increase authorized number of CEC officers.

Filipinos—S.J. Res. 31, H.J. Res. 90: Passed House and Senate; to permit transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and subsequently reenlisted within 90 days, but not after 4 July 1946.

P.G. School—S. 229, H.R. 1341: Reported by House ASC subcommittee; to permit construction of a post-graduate school at Monterey, Calif.

P.G. Line School—S. 278, H.R. 1379: Favorably reported by House ASC; to establish a post-graduate school of the line of the Navy.

Disability Retirement—S. 1200, H.R. 3251: Introduced; to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

Accrued Leave—S. 1199, H.R. 3253: Introduced; to extend accrued leave benefits not allowed by Armed Forces Leave Act to certain retired officers and certain officers who transferred to regular Navy.

Marriage Payments — S. 228, H.R. 1363: Passed House and Senate; to amend Pay Readjustment Act so as to validate payments based on proposed marriages which were made in good faith and later declared invalid.

Naval Academy — H.J. Res. 116: Passed House and Senate; to correct error in Public Law 729 (79th Congress) by restoring authority to appoint members of the Naval Reserve to Naval Academy; and to increase the number of such appointments, together with the number from the Regular Navy, from 100 to 160 each, annually.

Submarines — H.R. 1367: Passed House and Senate; to authorize the construction of experimental submarines, and for other purposes.

UnderSecNav — H.R. 1369: Passed House and Senate; to make permanent the offices of Under Secretary of the Navy and Under Secretary of War.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees.)

ALL HANDS Subscribers Urged to Give Libraries Old Copies of Magazine

Mail inquiries indicate a constantly-growing demand for ALL HANDS from school and public libraries throughout the country.

Exclusive of individual subscribers (see p. 64), funds are available only for the official Navy distribution.

Individual subscribers are requested to make their old copies of ALL HANDS available to libraries, where there is a steady demand for them as reference material.

nel on board. The leave accounts of enlisted men must be maintained on page 9 of the service records, and of officers on the Officers' Leave Record form (NavPers 329).

Commands also were reminded that leave accumulated in excess of 60 days and not taken by 30 June is lost, as only the maximum of 60 days may be carried forward into the succeeding fiscal year as leave credit. No claim can be made for that leave which is in excess of 60 days on 30 June of each fiscal year and dropped from the accounting.

All individuals in the naval service (and Marine Corps) accrue leave at the rate of 2½ days' leave per month of active duty (except for periods of AWOL, AOL, and confinement as result of court-martial sentence). As such leave is accrued it is, of course, additive to the leave credit established at the end of the previous fiscal year.

Circ. Ltr. 193 para. (E) (7) (c) provides that "leave may be granted at any time during a fiscal year to the extent of the leave which may be earned during that fiscal year, plus leave credit from prior years . . ." Total leave taken in this manner may not, however, exceed 60 days.

BuPers urged COs to grant all leave practicable, in order to reduce the amount of accrued leave to a minimum, reduce the demand for leave at the end of fiscal years, and avoid loss of leave in excess of 60 days which cannot be carried into the next fiscal year.

● **THERE'S** a Navy training school that fits the nautical interests and experience of almost every inactive Naval Reserve officer or enlisted man. The schools include the various Fleet Training Centers as well as a long list of specialist schools.

Requests for orders to 14 days' training duty may be made by any member of the Volunteer or Organized Reserve to his District Commandant. Reservists will receive the full pay of their Navy rank or rating while on training duty.

Enrollment in training schools is generally limited to Reservists residing in the Naval District in which the school is situated.

● **SCUTTLEBUTT** being circulated in the MarCorps that temporary enlisted ranks would soon be revoked and men reverted to their permanent ranks was stopped cold by a MarCorps Headquarters' statement. Headquarters announced that no mass revocation of temporary ranks would be effected.

The termination of the war will have no effect on enlisted temporary ranks since these ranks have no legal basis as did the wartime ranks of officer personnel. The only rank reduction for enlisted personnel will be those necessitated by the need for bringing the Corps down to its peacetime level. Statistics indicate, Headquarters said, that if reductions are necessary, they will be only in the first pay grade and in no case more than one rank.

Studies are being made to establish the permanent rating structure and permanent ranks corresponding to the present temporary ranks are expected to be assigned to all personnel within the next few months.

● **APPLICANTS** who have been nominated for entrance into the NROTC and NACP programs as a result of the examination held 18 January, have been listed in BuPers Circ. Ltr. 76-47 (NDB, 30 April).

These men, who were selected on the basis of attaining the highest scores in the service-wide competitive examination, will be issued orders transferring them to Great Lakes, Ill.

The directive called attention to the fact that the appearance of a man's name on the list does not necessarily indicate he will be enrolled in the program. Final selection of candidates will be accomplished at Great Lakes. Individual letters will not be sent to men who failed to be selected. Attention to the circular letter was called by Alnav 99-47 (NDB, 30 April).

It is anticipated that the NROTC-NACP competitive examination will be held annually (see ALL HANDS, May 1947, p. 50).

● **V-DISCS** will continue to be distributed through June 1948, it was announced by BuPers Circ. Ltr. 77-47 (NDB, 30 April).

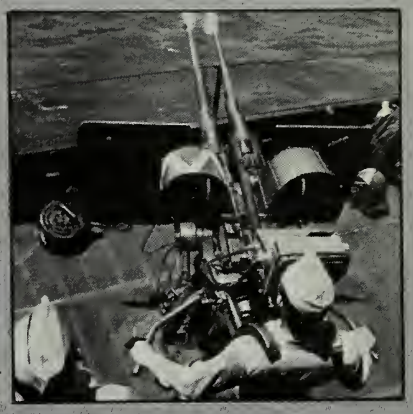
The V-disc kits, issued monthly on a subscription basis, will contain 10 12-inch double faced records, 200 phonograph needles and one Hit Kit music book. The records will consist of current popular songs with an occasional special arrangement of an old favorite or a classical recording. Each kit costs $7.00.

Requests for subscriptions should be forwarded directly to BuPers with a check or money order made payable to BuPers Central Recreation Fund accompanying each request. Subscriptions are for either a six or 12-month period.

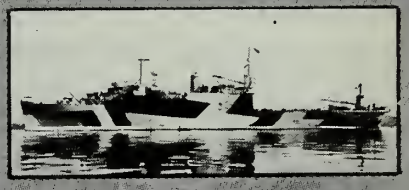
Attention was called to BuPers Circ. Ltr. 85-46 (NDB, 15 Apr 1946) which states that the only Navy activities eligible to subscribe to or use V-discs are commissioned vessels, activities outside CLUSA, and naval hospitals within CLUSA which are treating battle casualties.

QUIZ AWEIGH

Do you have a photographic memory? You have probably seen these things at one time. How many of them can you remember?



1. These famous guns were invented by experts of (a) Switzerland (b) Germany (c) United States.
2. At full capacity each magazine holds (a) 100 (b) 75 (c) 60 rounds.



3. This ship is a (a) submarine tender (b) destroyer tender (c) seaplane tender.
4. It has a standard displacement of (a) 15,000 (b) 25,000 (c) 9,000 tons.



5. These men are (a) shooting stars (b) signaling (c) sounding the sky.
6. They are (a) aerographers (b) soundmen (c) quartermasters.

ANSWERS ON PAGE 61

THE BULLETIN BOARD

At Time of Separation, Enlisted Waves Now May Enter Inactive Reserve

All enlisted Waves, at time of separation processing, may elect either discharge from naval service or release to inactive duty, Alstacon of 8 April 1947 announced. The new choice given Waves being separated was prompted by the Navy's desire of increasing the membership of enlisted women in the inactive Reserve.

Release to inactive duty does not alter an individual's entitlement to terminal leave or to any other benefits under the Servicemen's Readjustment Act of 1944 as amended, the Alstacon pointed out. Waves in the inactive Reserve retain their ratings, continue their longevity and maintain their affiliation with the Navy.

To be released to inactive duty in class V-10, Naval Reserve, women personnel must be eligible for an honorable or under honorable conditions discharge, except where such personnel file a pension claim or where they are discharged because of pregnancy, physical disability, inaptitude or unsuitability.

Articles Made in Hobby Shops May Not Be Sold

Naval personnel may not sell for profit articles made in hobby shops maintained by Navy funds, BuPers has announced.

The announcement was prompted by a query which asked if such sales were permitted in commercial establishments if the craftsman purchased his materials at cost from Navy stocks.

The Bureau stated that this procedure was prohibited, and called attention to Art. 11, Navy Regulations, which likewise prohibits such sales on board ships or stations.

Dinner Now 50 Cents In New Price Scale

New prices for meals purchased by authorized persons from Navy messes were announced by NavAct 12-47 (NDB, 30 April).

Breakfast is now 20 cents; dinner, 50 cents, and supper, 20 cents. This total of 90 cents per day applies to all meals purchased from general messes, whether paid for by cash or by payroll checkage. The new prices do not apply to hospital messes or to general messes operated by the United States Marine Corps.

BuPers Now Must Approve Changes to ABM Ratings

COs are no longer authorized to effect changes of qualified personnel of equal pay grade to the aviation boatswain's mate rating groups, it was announced by BuPers Circ. Ltr. 80-47 (NDB, 15 May). The directive cancelled BuPers Circ. Ltr. 159-46 (NDB, 15 July 1946) which gave COs such authorization, subject to certain conditions.

Such changes in rating to the ABM rating groups that may be recommended in the future shall be submitted to BuPers for decision in accordance with paragraphs 8 and 12 of BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).

Report of Checks Issued Is No Longer Required

Alnav 112-47 (NDB, 30 April) cancelled Alnav 571-46 (NDB, 31 October) and announced that dispatch reports from disbursing officers as to the total number of checks issued during the month are no longer required.

1 July Is Deadline For Recommendations For Change in Rate

Preliminary instructions regarding the elimination of the enlisted aviation pilot rating as published in BuPers Circ. Ltr. 28-27 (NDB, 15 February) have been changed by BuPers Circ. Ltr. 74-47 (NDB, 30 April). The change lists certain ratings to which pilots may eventually be changed, only if prior BuPers approval is obtained.

The ratings to which pilots may eventually be changed without prior Bureau approval are: aviation machinist's mate (AD), aviation electronicsman (AL), aviation ordnanceman (AO), aviation structural mechanic (AM) and airship rigger (AR). These ratings are among those listed under Group IX of enclosure (A), BuPers Circ. Ltr. 40-47 (NDB, 28 February) (see also ALL HANDS, March 1947, p. 59).

Where enlisted aviation pilots are considered to be especially qualified for ultimate change to any of the other aviation ratings, individual recommendations should be submitted, via channels, to BuPers (Attn: Pers 672). These recommendations, to be submitted prior to 1 July, should set forth clearly reasons for the proposed change and a summary of the individual's past experience. Pilots who are not designated lighter-than-air pilots shall not be prepared to change to airship rigger rating.

Temporary officers whose permanent status is enlisted aviation pilot may be required to revert at some future date to an aviation rating other than aviation pilot. They shall be prepared for such change under the same procedure as that outlined for enlisted aviation pilots.

A future directive, regarding the transition of all enlisted personnel to the new rating structure, will contain specific instructions regarding the change of rating, in their enlisted status, of temporary officers.

Recruit Training Course For Reservists Prepared

A Naval Reserve recruit training curriculum for Reservists without previous naval experience who are attending regular drills will be distributed to all Reserve armories during June.

The curriculum outlines 64 hours of study on subjects such as recruit indoctrination, seamanship, ordnance, small arms training and indoctrination in obedience to command. The course of study, which is designed to be accomplished in a total of 32 weeks, was prepared by the BuPers Training Activity.

JOIN THE NAVY AND RIDE A HORSE

That pair of sea legs you've developed, mac, will look fine around a horse. The Recreation Department of NavSta, Guantanamo, Cuba, happily thinks so, too, and it maintains a stable of 52 horses for battleship cowboys.

During weekends when ships are normally anchored in Guantanamo Bay, the stables make available all the horses—from high-spirited bucking broncos for Texans to the more gentle breeds for "bridle-path" New Englanders—for the recreation of Fleet personnel. An average of 35 men each weekend take advantage of riding the ponies instead of playing them.

Riding parties of about 20 horses per party are organized on these weekends and the enthusiasts hit the trail for periods of one or two hours, depending on how enthusiastic they are. The picturesque and scenic trails afford never-ending amazement to the Navy horsemen. Of particular note to most newcomers is the fact that wild orchids grow along the trail.

Nor are the horses left to brood in the middle of the week, either. Base personnel, their dependents and Fleet personnel at anchor at the time ride singly, in pairs or in parties. "Sunrise Clubs" have been organized for early-a.m. galloping, and the "Chuck Wagon Gang" is a night-time group which sets out every evening at 2000, dates, horses, food, et al.

So, if you're heading out toward Guantanamo, be assured that a horse is waiting for you.

1 August Deadline Set For Requests to Compete For Rhodes Scholarships

Commissioned officers on active duty may submit formal requests for authority to compete for Rhodes Scholarships, requests to reach BuPers (Attn: Pers-4226) by 1 Aug 1947. Members of the Naval Academy class of 1948A must submit requests via the Superintendent.

BuPers made this announcement in Circ. Ltr. 67-47 (NDB, 30 April) and said that it would not approve requests to compete from any officer who was not in the first third of his class academically when he attended college or the Naval Academy.

A board consisting of Navy Department and Academy officers will convene at the Academy on or about 11 August to consider the requests and to recommend to the Chief of Naval Personnel those who possess the necessary qualifications. Application blanks will be then mailed by the Bureau to those authorized to compete.

Applicants must state in their requests that they are willing to pay their own cost of transportation to appear before the State Committees. Agreement not to resign during the curriculum and to serve three years following completion of studies must also be submitted with the requests.

Naval officers appointed as Rhodes scholars will remain on active duty while students at Oxford.

Dependents' Dental Care Unavailable Outside CLUSA

Dental treatment for civilian employees and dependents of Navy and Marine Corps personnel is not available at most outlying stations outside the CLUSA, it was announced by Alnav 104-47 (NDB, 30 April).

The Alnav warned dependents and employees who expect to be transported to such stations that—because dental facilities are not available from either civilian or naval sources—they should have all necessary dental treatment completed before leaving the U. S.

Navy Air Unit Commended For 'Exemplary' Operation

NATS received the following compliment from an executive of a nationally known publishing company, following his return from an extensive trip to the Far East:

"I want you to know that my trip across the Pacific on NATS was a masterpiece in air transport and one of the most enlightening experiences I encountered. I came away with the feeling that in NATS the Navy has an outstanding and efficient operation which is doing an exemplary job in peacetime as it did in war."

Leave Credit Claims Must Be Submitted

Claims for leave credit as established 31 Aug 1946 must be submitted by each officer who was on active duty 31 Aug 1946, regardless of whether he is entitled to compensation, Alnav 101-47 (NDB, 30 April) announced.

The final date on which claims may be made is 1 September, the Alnav mentioned, and all applications must contain date of submission. It is imperative, reiterated the directive, that all remaining claims for settlement be received at an early date. This applies to officer claims submitted to BuPers as well as to enlisted claims forwarded directly to the Terminal Leave Disbursing Officer at Great Lakes, Ill.

Aviators Get Refresher Prior to Flight Duty

Naval aviators who have been appointed to the regular Navy and who have been on inactive duty shall not be placed on temporary duty involving flying while awaiting assignment by BuPers, it was announced in Alstacon 221751 of April.

These officers, when given a temporary assignment while awaiting orders in accordance with BuPers Circ. Ltr. 123-46 (NDB, 31 May 1946), shall not have flying duty because in many cases they have been on inactive duty for periods of more than three months and require a flight refresher course prior to a permanent assignment involving flying.

Rhode Island Gives $200 Bonus; Deadline 30 June

A bonus payment of $200 may be paid Navy or Merchant Marine personnel for the asking if they were residents of Rhode Island at least six months prior to their entrance into the Navy or Merchant Marine. Applications must be filed with the state board on or before 30 June 1947.

Principal eligibility requirements of the Rhode Island 1946 Veterans Bonus Act are service in the armed forces between 16 Sept 1940 and 2 Sept 1945, or service in the Merchant Marine between 7 Dec 1941 and 2 Sept 1945.

COs were directed by Alnav 116-47 (NDB, 15 May) to acquaint all hands with eligibility requirements and to submit a count of personnel on board who may qualify for the bonus by dispatch to: Commandant, 1st Naval District, Attn: District Civil Readjustment Officer.

Information on Bonus Laws of other states appears in the 30 April 1947 issue of the Navy Department Bulletin. For announcement of the Rhode Island and other state veterans' benefits, see ALL HANDS, March 1947, p. 53.

MarCorps Changes Method Of Setting Date of Rank For Some Former Officers

The Marine Corps has announced a change in the method of determining the date of rank in pay grade 1 of certain former officers.

The announcement, made in Almar 40-47, stated that persons in the following categories were affected:

- Former officers who did not hold a rank in the first pay grade at the time of their appointment to a commissioned or warrant rank.
- Former officers who received an appointment in the first pay grade subsequent to their appointment to warrant rank.

These persons will be appointed to temporary rank in the first pay grade, with date of rank to be shown as the date of appointment to commissioned or warrant rank. However, service in pay grade 1 or higher grades must have been continuous active duty until separated from the service.

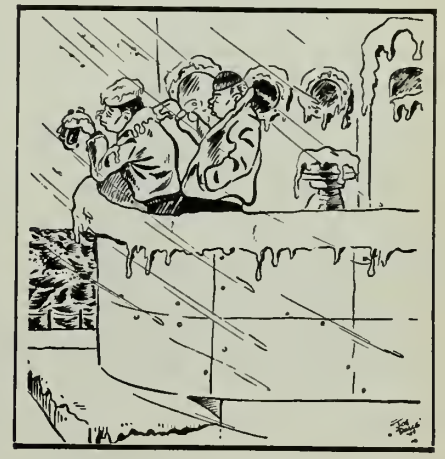
In cases where warrant or commissioned appointments were in the Reserve while on inactive duty, the date of last reporting for continuous active duty as a commissioned or warrant officer will be the date of rank in the first pay grade.

Changes Are Announced In Separation Activities

Changes in post-demobilization separation activities listed by Alnav 384-46 (NDB, 15 July 1946) were announced in Alnav 110-47 (NDB, 30 April).

Dropped from the list of activities designated to process for separation members of the Women's Reserve and Nurse Corps were Naval Hospitals at Bainbridge, Md.; Sampson, N. Y.; New Orleans; Treasure Island, Calif.; Seattle, and Astoria, Ore. The Waves' separation activity at Norfolk, Va., was moved from the naval hospital to the receiving station.

The Alnav also deleted NTC, Bainbridge, Md., from the list of separation centers for male personnel.



Joe Dolce, S2, USS Fitch

"For the last time . . . I'm your relief."

Guinea Pig Ships of Bikini Atom Bomb Tests Studied to Learn Damage and Contamination

Guinea pig ships of the Bikini atom bomb test fleet still are under intensive observation, as the Navy exploits the chance to learn of damage and radioactivity caused by atomic bombings.

Study of means of radiological decontamination has a high priority in Navy research. Work is going forward in cooperation with the Atomic Energy Commission. A radiation laboratory has been established at the Naval Shipyard, San Francisco. The Navy is concurrently training a number of officers as experts in the fields of radiological safety.

BuMed has established rigid safety precautions for work on radioactive vessels.

Most of the target ships are at Kwajalein, awaiting disposition. A number have been earmarked for study at Kwajalein and at naval shipyards on the West Coast and at Pearl Harbor. Ships have been selected for intensive study on the basis of interest from the viewpoint of structural damage and contamination.

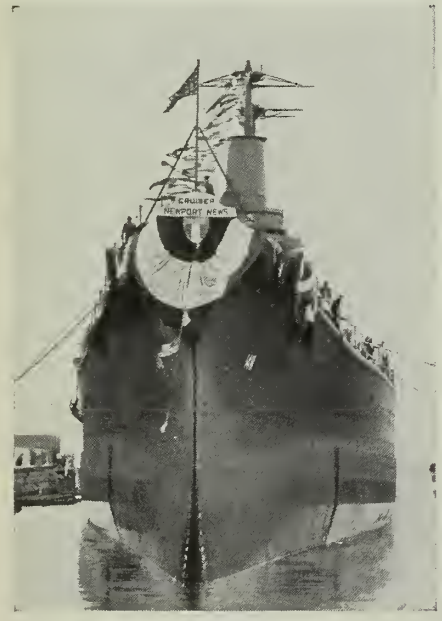
USS *Gasconade* (APA 85) and *Crittendon* (APA 77) are at the San Francisco Naval Shipyard, and USS *Independence* (CVL 22) is scheduled to be moved there from Kwajalein.

USS *Pensacola* (CA 24) is at the Naval Shipyard, Bremerton, and USS *Salt Lake City* (CA 25), at Kwajalein, and USS *Hughes* (DD 410), at Pearl Harbor were scheduled to be moved to Bremerton.

USS *New York* (BB 34) is under study at Pearl Harbor, and will be joined there by USS *Nevada* (BB 36).

USS *Skipjack* (SS 184) and *Skate* (SS 305) are under study at Mare Island.

Among ships remaining at Kwajalein, those selected as of special interest include USS *Briscoe* (APA 65), *Brule* (APA 66), *Dawson* (APA 79), *Fallon* (APA 81), *Mugford* (DD 389), *Rhind* (DD 404), *Stack* (DD 406) and YOG 83. The remainder of the target fleet is at Kwajalein in caretaker status, for possible future study.



NEWPORT NEWS, newest heavy cruiser, launched at Newport News, is armed with nine 8-inch guns in three turrets.

Aviation Medicine Course Open to Medical Officers

Applications for a three months' course in aviation medicine at the School of Aviation Medicine, Pensacola, Fla., are desired from medical officers, Regulars and Reserves, of the rank of lieutenant (jg) through lieutenant commander, Alnav 102-47 (NDB, 30 April) announced.

Applications for the course, which is slated to convene 8 September, must reach BuMed prior to 15 June. Reserve officers who apply must have a minimum of 18 months obligated service after completion of course. Those who have less may apply, provided they request transfer to the regular Navy at the same time they apply for the course.

Radio Materiel Schools Still Need Instructors

BuPers announced that applications still are desired from USN personnel and from USNR and USN-I personnel who agree to enlist in the regular Navy, for duty as instructors in radio materiel schools in accordance with Navact 39-46 (NDB, 15 April 1946).

Only graduates of radio materiel schools having one year minimum sea duty during the past 18 months are eligible.

Requests must be forwarded to BuPers via official channels, regardless of forwarding endorsements.

165 Pounds of Baggage Allowed on NATS Planes

Officers and enlisted men traveling via NATS on permanent change of duty orders, including orders for further assignment, will be allowed 165 pounds of baggage, it was announced by Alnav 114-47 (NDB, 15 May).

Dependents of naval personnel traveling under such orders are also allowed a maximum of 165 pounds of baggage. Presentation of orders by personnel or passage authorization by dependents will be sufficient authority for such baggage allowance.

Duty with 16th, 19th Fleets Will Be Shore Duty After 1 Apr. '48

Duty with the 16th and 19th Fleets currently is considered shore duty for personnel attached to fleet or group staffs or to inactivated ships, and sea duty (with sea pay) for those officers and enlisted men serving on ships not yet inactivated.

BuPers Circ. Ltr. 248-46 (NDB, 31 Oct 1946) set 1 July 1947 as the tentative date after which all duty with the 16th and 19th Fleets would be considered shore duty for all hands for all purposes. The letter said, "Whether or not that date can be met will depend upon the progress of the deactivation program and evidence of satisfactory living conditions for families in the fleet berthing areas."

BuPers announced that progress in meeting the conditions quoted above has not been up to earlier expectations, and thus the tentative date establishing a universal shore duty status for 16th and 19th Fleet personnel has been moved up to 1 Apr 1948. This announcement was made in BuPers Circ. Ltr. 79-47 (NDB, 30 April).

Certificates for All Under Flight Orders

Flight certificates (NavSandA 38) must be executed for all personnel, including officers, under orders to duty involving flying and who are being detached to a separation activity. This includes those under temporary orders.

This announcement was made in BuPers Circ. Ltr. 71-47 (NDB, 30 April) which amended BuPers Circ. Ltrs. 165-46 (NDB, 15 July 1946) and 168-46 (NDB, 31 July 1946). The certificates shall cover the period up to and including date of detachment.

Latest Radio Schedule Beamed to Pacific Areas

Latest schedule of Armed Forces Radio Service programs beamed to Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred to are Greenwich. The schedule:

Station	Time (GCT)	Frequency (KCS)	Beam Area
KCBA	2200-0430	21460	Philippines
	0900-1400	9750	Philippines
	0500-0815	15150	Alaska-China
KCBF	2200-0430	21740	China-Japan
	0900-1400	9700	China-Japan
	0500-0815	11810	Alaska-China
KCBR	0430-0845	17780	China-Japan
KGEI	2200-0045	15130	Alaska-Aleutians
	0100-0600	21490	SW Pacific
	0615-0845	15130	SW Pacific
	0900-1400	15210	Philippines
KGEX	0315-0845	17880	Philippines
KNBA	0115-0700	21630	China-Japan
KNBI	0115-0700	17850	South and Mid Pacific
KNBX	0315-0845	15330	China-Japan
KRHO	2200-2230	17800	Philippines
	0130-0600	17800	China-Japan
KWID	0315-0645	9570	Alaska-Aleutians
	0700-1130	11900	South and Mid Pacific
KWIX	0115-0300	15290	China-Japan
	0315-0845	17760	China-Japan
	0900-1400	11890	China-Japan

$1,800 Scholarship Open At Rensselaer to Son of Navy, MarCorps Personnel

A full four-year scholarship worth $1,800 for a course to start with the September 1947 class is being offered by the trustees of the Rensselaer Polytechnic Institute, Troy, N. Y., to the son of an officer, warrant officer, petty officer or non-commissioned officer on the active or retired list of the Navy or MarCorps or to the son of deceased personnel in these categories.

Individuals on active duty, who meet the requirements, and who will be on inactive duty on or before 1 Sept 1947 are eligible to apply for the scholarship, BuPers Circ. Ltr. 63-47 (NDB, 30 April) announced.

Applicants should forward an application similar to the one enclosed in the circular letter to reach BuPers on or before 1 July 1947. Candidates will be considered on the basis of scholarship, rank and leadership qualities. A transcript of the candidate's secondary school record should be enclosed with the application.

Rensselaer offers the following courses, all leading to the bachelor degree: civil, mechanical, electrical, chemical, aeronautical, metallurgical and industrial engineering, business administration, chemistry, physics, biology and architecture.

Mess Memberships Open To Coast Guard Officers

Coast Guard officers on active duty were unintentionally omitted from BuPers Circ. Ltr. 46-47 (NDB, 15 March) which listed officers eligible for membership in commissioned and warrant officers' messes operated ashore, it was announced by BuPers Circ. Ltr. 73-47 (NDB, 30 April).

In addition to extending membership to officers of the Coast Guard, the directive stated that Army and Coast Guard officers on active duty do not have to be attached to or serving at or near the activity furnishing mess as announced previously (see ALL HANDS, May 1947, p. 60).

First Formal Leadership Course Opens at Academy

The first formal leadership course instituted at the Naval Academy was administered to the Class of 1948-B—the first class since World War II to follow a four-year curriculum. The new course is administered by the Executive Department and the instructors are officers of that department.

The course consists of 16 hours in the second class year to prepare the midshipmen for their responsibilities as leaders in the Brigade during first class year, and 32 hours in the first class year to prepare the midshipmen for their responsibilities after graduation.

The classes are held on an open forum basis.

UNPARALLELED AND UNMATCHED NAVY

SecNav has received a letter of appreciation from a man prominent in civilian life who recently was a guest on board a Navy ship during a week's operations. Excerpts from the letter follow:

". . . It was truthfully the thrill of a lifetime and an experience which I hope I can translate into a tangible contribution to the welfare of the Navy.

"One major impression was the necessity for constant training if we are to maintain the efficiency of the existing Navy at anything like wartime levels. We left with a crew composed largely of green hands. To a layman the job of whipping them into a trained and efficient organization appeared monumental. Even at the end of a week it was evident that the job would be accomplished despite the handicaps imposed upon the Navy in the way of a shortage of funds to provide sufficient officers and ratings.

"The perseverance and devotion to duty of the officers was particularly impressive. One could not help but admire them and hope that the spiritual satisfaction they got out of their work offset to some degree the lack of compensation that the same amount of devotion and exertion would have brought in private life. Something of the same nature might be said of the crew because rarely have I ever seen men 'put out' as did the deck crews during flight operations. And there was no talk of wages or hours or safety provisions or holidays or vacations or things of that nature.

"I sincerely hope that it will be possible to obtain for the men manning our Navy the very best in equipment and weapons to maintain an unparalleled and unmatched Navy . . ."

4,000,000 Releases Sent By Home Town News Center

Nearly 4,000,000 press releases on Navy personnel—that's the record of the Fleet Home Town News Center as it marks its second anniversary. Press releases have been sent to home town newspapers and radio stations, thus bringing closer together the Navy and the home community of each Navy man.

Established late in the war by SecNav and now located at NavTraCen, Great Lakes, Ill., the Fleet Home Town News Center has trained over 200 enlisted correspondents strategically assigned throughout the Fleet and shore stations.

An addressograph media file, containing more than 55,000 plates, provides comprehensive coverage for every story.

Improvements in Plane Equipment Put Into Use

Several improvements in NATS VR-1 plane equipment have been put in use. They are:

- Cargo nets which increase the efficiency and safety of stowage of small items, such as mail bags, which are difficult to secure with line, are now standard equipment on all planes.
- A standard safety shoulder harness for pilot and co-pilot has been installed in all squadron aircraft. This device has been tested and demonstrated in fighter aircraft, and is expected to alleviate pilot injuries.
- Heavy wide straps have replaced the light straps formerly used on MacArthur seats. These straps give a considerable margin of safety in breaking strength and surer functioning of the catch.

Broad, General Education Is Goal at Naval Academy

"We are striving here for a broad, general education strongly pointed to the naval life," the Board of Visitors to the Naval Academy were informed upon their arrival at the Academy to study conditions and make recommendations.

The Naval Academy is a first step, and though an important one, only the first in a broad educational scheme that extends throughout the career of the naval officer, the Board learned. Hence it is not considered necessary to incorporate each and every detail of naval knowledge at the undergraduate level, but rather hold to fundamentals and leave higher specialties and processes to graduate education.

English, history and government courses have been extended, new courses in economics and elements of national power have been added, and strong emphasis has been placed upon such subjects as principles and types of speech and aviation.

Precautions Directed On Custody of Material

Commandants were directed by Alnavsta 15 to insure that all Navy material, except ammunition, medical supplies, MarCorps supplies, construction items in advance base depots and material needed for immediate use, is transferred to the custody of accountable supply officers. Physical relocation of the material is not required.

It was pointed out that when large amounts of material are not accounted for—it is difficult to get proper information on usage of materials on which to base future appropriation requests, and, in addition, stocks of unaccounted materials are not available for use by the Navy as a whole.

Flag Rank Orders Listed; Riggs to General Board, Sallada Deputy CincPac

Flag rank orders last month were as follows:

Vice Admiral James L. Kauffman, USN, Com 4, took on additional duty as commander, Naval Base, Philadelphia; Rear Admiral Ralph S. Riggs, USN, who was commander, Naval Base, Philadelphia, has been ordered to duty as a member of the General Board.

Rear Admiral Harold S. Sallada, USN, has been detached from duty as Chief of BuAer and ordered to duty as Deputy CincPacFlt, with the rank of vice admiral. Rear Admiral Alfred M. Pride, USN, who has been serving with BuAer, took over as Chief of BuAer (see p. 34).

Rear Admiral Ernest L. Gunther, USN, has been detached as Commander Fleet Air, Quonset, R. I., and is under treatment in the Naval Hospital, Chelsea, Mass.; Rear Admiral John H. Cassady, USN, was ordered to duty as Commander Fleet Air, Quonset, from duty as ComCarDiv 1.

Rear Admiral Walter F. Boone, USN, has been ordered to duty as a member of the General Board, from duty as Chief of Staff to ComNavForWesPac; Rear Admiral William L. Rees, USN, has relieved him as Chief of Staff to ComNavForWesPac.

Rear Admiral Roscoe H. Hillenkoetter, USN, has been appointed Director of Central Intelligence (see p. 58).

Rear Admiral John A. Snackenberg, USN, has been ordered to duty as Naval Attache and Naval Attache for Air, Athens, Greece.

Commodore Humbert W. Ziroli, USN, has been ordered to BuPers for temporary duty pending further assignment. He was with the Italian Naval Branch, Allied Force Headquarters, Italy.

Commodore James E. Boak, USN, has been ordered detached as Commander, Naval Repair Base, San Diego, and to Com 4 for temporary duty pending further assignment.

Commodores William W. Behrens, Adrian R. Marron and Marion C. Robertson, all USN, are awaiting retirement.

Commodore Joseph B. Lynch, USNR, has been ordered to duty as Commander Naval Air Bases, 9th Naval District, from duty as Commander Naval Air Bases, Philippines.

Commodore James E. Arnold, USNR, has been ordered to temporary duty in the office of the Assistant Chief of Naval Operations (Reserves) pending further assignment.

LIGHTER SELF-SEALING GAS TANKS

New self-sealing gas tanks, 40 per cent lighter in weight, are being installed in newest-type naval aircraft. Wartime tanks gave satisfactory performance, but the new tanks offer a considerable advantage in that weight-saving always is a critical factor in aircraft design.

Materials used, mostly synthetics, are the same in both new and old tanks. The difference is in curing and processing of the rubber.

Self-sealing tanks have a natural or synthetic rubber liner, or a combination of the two, which retains fuel in the tanks even though they are ruptured by gunfire. The sealing action is taken by the sealant substance, which expands when gasoline seeps onto it and closes the rupture.

Self-sealing gas tanks hold their fuel when hit, and thus eliminate a source of fire in flight. They saved untold numbers of planes and crewmen in the war. But the weight of the wartime tanks penalized planes in speed and performance.

The self-sealing gas tanks may be used also as kerosene tanks in jet airplanes.

Diphtheria Shots Needed Prior to European Travel

All naval, MarCorps, civilian personnel and dependents between six months and 35 years of age transferred to or contemplating travel through Europe and/or the Mediterranean region under Navy Department cognizance are required to be immunized against diphtheria unless shown to be Schick negative prior to departure, Alnav 115-47 (NDB, 15 May) announced.

The results of the Schick test and of reaction to immunization shall be entered on the health record and on the immunization certificate, the directive ordered.

Preparations Being Made For New Rating Structure

Plans are being made to train enlisted men in preparation for the change to the new rating structure (ALL HANDS, March 1947, p. 48).

The 1947 edition of the Manual of Qualifications for Advancement in Rating (NavPers 18068) will assist in these plans by giving a description of the duties and responsibilities of each rating, applicable Navy Job Classifications, practical factors and examination subjects, and by indicating the normal path of advancement to warrant rank.

Distribution of the new manual to the entire naval establishment has begun and is expected to be completed by 1 July, it was announced in BuPers Circ. Ltr. 58-47 (NDB, 15 April). Commands which do not receive copies by that date should submit requests to the OinC, Navy Publications and Printing Office, in the district in which they are situated, or to BuPers (Attn: Pers-41C).

Since budgetary limitations confine the distribution to that number of BuPers Manuals allowed each command, requests should indicate the number of BuPers Manuals allowed.

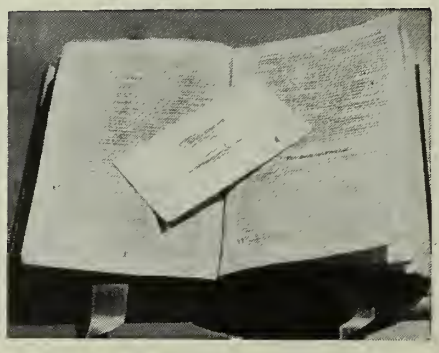
The new qualifications manual has a standard binder designed for use with loose-leaf naval publications. Thus, commands can include more than one manual in the same binder. The circular letter called attention of Reserve activities to this fact, since no permanent binder will be issued for Part H of the BuPers Manual, which was distributed recently.

BIBLE SERVED ON FIRST KEARSARGE

Resting in a convex glass case in the crew's library on board the 27,000-ton aircraft carrier USS *Kearsarge* (CV 33) is an 1821 Bible, its pages yellow and crisp with age. No longer subject to the rigors of time, space and the deep blue sea, the Bible is a priceless relic of the days gone by.

It was presented to the carrier by a group of men who served on board the first *Kearsarge*, a Union sloop of war, during its tour of duty between 1861 and 1894. The Bible, too, saw service on the old *Kearsarge*.

How many times the salty old Bible was knocked off the captain's shelf in heavy seas or bounced around like a rubber ball when a volley of shots was fired, we'll probably never know.



PRICELESS relic which saw service on a Union sloop of war between 1861 and 1894 now is enshrined on a carrier.

Issue Halted Temporarily Of Khaki, Green Trousers

Manufacture and issue of the Marine Corps' new style khaki and green trousers will be discontinued temporarily. Issues will be made in only those sizes in which the old style trousers are not available, it was announced by Almar 37-47.

The Almar does not affect the sale of the new style uniforms to officers, or the issue of green wool and summer service jackets and new style blues.

Lost and Found Center Shipping 1,000 Packages Each Week to Claimants

The Navy's "lost and found" center is the Navy Personal Effects Distribution Center, Clearfield, Utah, which handles seabags, cruise boxes, trunks, suitcases and personal bundles lost, misplaced or left behind by Navy and Coast Guard personnel.

Already more than 64,000 individual collections of articles have been handled. More than 30,000 packages are still at the center pending receipt of forwarding orders by owners or next-of-kin. Shipments to claimants are being made at the rate of 1,000 per week and inquiries are arriving at the rate of 800 per week.

The personal effects include anything from a bar of soap to a Japanese Samurai sword. The valuables include jewelry, bonds, money orders, Government allotment checks, wills or insurance policies. All are treated with equal care.

Travel Allowance, $100 MOP Paid Only at Discharge

Initial payment of $100 mustering out pay and travel allowance is being paid only at the time of discharge or actual release from active duty, it was announced by Alnav 106-47 (NDB, 30 April). The directive went into effect 1 May.

It was explained that this was necessary because all MOP and travel allowances are required to be charged to appropriation for the fiscal year in which discharge or release is effective.

Disbursing officers however, are authorized to make emergency payments where necessary in the case of personnel entering terminal leave who do not have sufficient funds to take them home, it was later announced by Alnav 113-47 (NDB, 15 May). In no case is the emergency payment to exceed the amount of travel allowance due the man upon completion of his terminal leave.

Submarine Scheduled To Round Cape Horn

USS *Sea Robin* (SS 407) is making history.

The modern 1,500-ton fleet submarine is scheduled to round Cape Horn on a current training cruise. This will be the first time in the history of U. S. underseas operations that an American submarine has gone around the cape, once considered a difficult navigation feat because of numerous storms and reefs in the area.

Her itinerary called for visits to Valparaiso, Chile; and Port Stanley, Falkland Island. The submarine had been stationed at Cristobal, C. Z.

GREMLINS IN TRANSSONIC REGIONS

The discovery—during postwar development of highspeed aircraft—of a new, vicious gremlin native to the regions of transsonic speed has been announced by BuAer.

In announcing the finding of this new sub-species, undoubtedly related to at least some of the gremlins observed by combat pilots during the war, BuAer has warned all pilots that present observations indicate they will be unalterably opposed to the invasion of their native regions by humans, and that they may be expected to fight such invasion with all means at their command.

Activities in which some of the gremlins were occupied are shown above by an ALL HANDS staff artist, working from tentative descriptions by pilots.

Various pilots' reports of their actual appearance have varied widely, although all agree that the gremlins are universally malicious in appearance and that all are helmeted and space-suited due to their habitat at high speeds and altitudes.

No point of agreement among observers has been reached on whether the helmets and suits are natural growths provided by nature for life in those regions or are constructed by the gremlins themselves. One school of thought has suggested that these gremlins are some who, dismayed by human activities during World War II, donned space suits and helmets, left their former homes, and settled in the transsonic regions to avoid all humanity. If this hypothesis is true, it assures that their battle against human interference in the transsonic speeds will be bitter in the extreme.

The new gremlins have been observed attempting, among other things, to tear aircraft apart with their hands or with hammers and hatchets; to pull down and "tuck under" the noses and tails of planes encroaching on their regions; to confuse pilots into fatal errors by reversing the action of control surfaces; to destroy the lift of a plane's wings by increasing the "burble" over lift surfaces; and to reduce the speed of planes by greatly increasing the drag.

These activities can be compared to those of wartime gremlins—reputedly more often mischievous than truly vicious—who delighted in jamming guns during combat, or spinning compasses when pilots were on instruments, or drinking gasoline from the tanks during long flights far from friendly airports, or fixing releases so bombs were dropped unarmed on bombing missions.

Pilots are warned that the warfare against the new gremlins may become violent, due to their character, and that as the speed of more and more planes approaches that of sound special indoctrination in methods of combating the new enemy may become necessary.

The new gremlins are found only in the transsonic speed regions, from about 600 to about 900 miles per hour, when planes are subject to compressibility effects and are consequently more vulnerable to attack.

Operation Restores Sight To Retired Marine; Writes A March in Appreciation

A band march has been dedicated to Rear Admiral Clifford A. Swanson, MC, USN, Surgeon General, in appreciation of an operation once performed by him.

The composer, Henry C. Stephan, a retired principal musician of the U. S. Marine Band, had his sight restored in an operation by Admiral Swanson. He appropriately entitled his original composition "Surgeon General, U. S. Navy."

Ships, Naval Personnel Will Be Sent to China

Acting in accordance with Public Law 512 (79th Congress), designed to "provide assistance to the Republic of China in augmenting and maintaining a naval establishment," the President announced that an unspecified number of surplus ships and floating drydocks, a limited complement of naval personnel and technical advice will be sent to China.

For the price of repairing, outfitting and equipping the vessels, the government of China will receive the surplus equipment. A limited group of naval personnel—100 officers and 200 enlisted men—may be sent with the ships, according to the law, and may accompany Chinese troops, aircraft or naval vessels on training maneuvers.

The types of ships to be sent to China were not specified, but before a major unit can be sent to China, the President must get permission from Congress. Only destroyer escorts are expressly excluded from that provision of the law.

The technical information will be such as is not classed "secret" or "top-secret." SecNav was instructed to carry out the terms of the agreement by executive order. However, if the Secretary of State should decide at any time that the transfer of additional vessels, men or material "would not be in the public interest," he could discontinue the operation.

The law expires five years from 16 July 1946. Presumably, the transfer will have been concluded before that time.

MarCorps to Reorganize Fleet Marine Forces To Provide More Highly Mobile Striking Units

The Marine Corps has announced that it will reorganize the units of its two Fleet Marine Forces to provide for the possibility of atomic warfare and to give increased flexibility and mobility to their striking forces.

The reorganization, announced by Gen. A. A. Vandegrift, USMC, Commandant, will provide a greater number of combat-ready units, increase the fire power of the units, and provide more highly mobile striking forces. This would speed up the formation of task forces and the rapid movement of marines to any part of the world.

Organization such as this would fit into the postwar duties of the MarCorps. In addition, it would provide a testing ground for the corps' specialty—that of new methods and weapons of amphibious warfare.

In the event of atomic warfare, the reorganized Fleet Marine Force would be able to disperse units without sacrificing fire power. These small self-contained units could be transported by air, submarine or surface vessels without loss of efficiency or administrative difficulties.

Regimental units will be abolished within the corps' two divisions and separate brigades. A reenforced battalion such as was used successfully in World War II will be the basic combat unit.

Gen. Vandegrift explained that the elimination of "overhead" units such as infantry regimental headquarters and artillery battalion headquarters, would provide a greater percentage of marines for basic duties in proportion to overall strength. In other words, more marines will be available to carry weapons under the new set-up.

Additional anti-tank weapons are planned to be added to each infantry battalion and they will have available tank, artillery, rocket, naval gunfire and aircraft support. Units of the service command, which will control distribution of supplies, will train and maneuver in conjunction with tactical units. Brigades will be organized in a similar fashion, with about half the strength of a divison, or 9,500 men.

Divisions will be more mobile and hard hitting in either attack or defense, due to the organization of each division headquarters into command groups, facilitating rapid shifting of attack forces. Task units smaller than a division could be formed quickly for special missions. These units could occupy small advanced bases for rocket-launchers and protect island bases for atomic bombers.

Both divisions and brigades will increase their fire power, and supporting weapons and units will be integrated with the infantry battalions. Artillery batteries will be increased in strength from four guns to six.

Rapid expansion to war strength will be possible for the atomic age leathernecks. In an emergency, reserves could be added to the units quickly without additional equipment.

Each of the new infantry units will carry the names of famed wartime regiments. Thus the Fourth Infantry Battalion will be known as the "Fourth Marines." Divisions and brigades will keep their numerical designations.

Up to now, the general wartime organization of the MarCorps has been retained in order to speed up demobilization and redeployment of units from the Pacific.

'Seapower One of Best Guarantees of Peace'

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel made the following statement in observance of Naval Reserve Week, 18-25 May:

"The vital importance of an adequate U. S. Naval Reserve can be expressed most simply by a statistical comparison of the Navy's strength on V-J Day with that of the regular Navy as it exists today. At war's end our Navy had more than three million men—nine out of every ten of which were Reservists. On V-J Day we had the largest and most powerful aggregation of fighting ships the world had ever seen.

"Today the regular Navy and Marine Corps has been reduced to a little more than half a million men. Some 2,000 ships and 9,000 small craft have been laid-up in the so-called 'zipper fleet.'

"We are a peace-loving people, and this is what we wanted. But loving peace, we should not forget that the potential of seapower is still one of its best guarantees. We must have a strong and well trained Reserve to stand behind the regular Navy, ready to expand our nucleus at a moment's notice, should the need arise."

Government Ships to Carry Only One Auto Per Person

Transportation on a government-owned vessel is limited to only one automobile or motor vehicle per person upon permanent change of station orders, Alnavsta 12-47 announced.

For each motor vehicle accepted for shipment, a service charge of $10 will be collected from the owner to cover the cost of handling, loading, stowing on vessel and unloading at destination. A cash sale of five gallons of gasoline will be made at the destination point to permit removal of the vehicle.

Shipborne Cargo Barges Launched by Dynamite to Speed Flow of Supplies

Shipborne barges launched by dynamite detonations, to speed the flow of supplies from ship to shore during amphibious assault operations, have been devised by the Navy Civil Engineer Corps and demonstrated in tests at the Naval Advance Base Proving Ground, Davisville, R. I.

Suspended from either side of a pier used to simulate the sides of a ship and connected across the "deck" of the pier by one-inch cables and turnbuckles were two 150-foot barges constructed from steel pontoons similar to those carried by LSTs and used by the Seabees during the war. Sticks of dynamite were placed at the turnbuckle bolts, covered with sandbags and connected with wires to permit simultaneous detonation.

The explosion sheered the bolts off cleanly, permitting the two barges to drop into the water. The barges sustained only very slight damage when launched from five feet above the water, and, though the damage was greater from a 10-foot launching elevation, the barges could have been used for emergency unloading of cargo.

Similar, unique, split-second launchings have been conducted at Naval Advanced Base Proving Ground, Port Hueneme, Calif., by BuDocks.

New Rocket Designed To Go 250 Miles—UP

Early in June, according to plans, a pencil-slim Navy rocket will leap into the air at the firing grounds at White Sands, N. M. It will be the debut of the first all-American-developed, high altitude rocket of supersonic speed.

The rocket, named the Neptune, was developed by the Naval Research Laboratory and was designed to carry a 100-pound payload to an altitude of 1,255,000 feet (about 250 miles). The rocket will carry heavier loads, up to 2,000 pounds, but for lesser altitudes of course. The payload figures do not include weight of fuel.

The Neptune will be used exclusively for research, and will be of great value in the high altitude research program now of so much interest to the Navy, Army and other government and private agencies. German V-2 weapons, with only half the range of the Neptune, have been used previously in this research into the mysteries of the earth's upper atmosphere.

The Navy's rocket is 45 feet long, just 32 inches in diameter, and 98 inches in fin-span. It weighs 1,992 pounds, without fuel or load. The missile is powered by a liquid-fuel rocket motor.

BuShips Organizes 3 Sections to Study Atomic Power Phases

Studies of application of nuclear physics to naval uses are going ahead in BuShips under a new organization within the bureau. BuShips' atomic program will be an important part of the entire Navy program in that subject.

Vice Admiral Earle W. Mills, USN, Chief of BuShips, has established three sections in his bureau, under a Coordinator for Nuclear Matters. They are:

- Radiological Safety Section, responsible for protection of personnel from atomic explosions and from radiological ship contamination. The section is to initiate research, development and testing to determine means for providing such protection, and to develop specifications and start procurement of protective equipment; and to start a program to determine materials, methods and equipment for decontamination of ships.
- Atomic Warfare Defense Section, responsible for research and development of measures to protect ships against atomic weapons. Specific duties of this section will include introduction of necessary characteristics in ship design for protection of personnel from blast, pressure, heat and radiation from atomic weapons, and for continuing studies of the results of Operation CROSSROADS in order that these may be applied in ship design.
- Nuclear Power Section, responsible for possible future application of nuclear power to ship propulsion, and—for problems of protecting personnel from radioactivity resulting from the operation of nuclear power plants. In this capacity, this section will work in conjunction with the Radiological Safety Section.

Additional duties in connection with BuShips' atomic program have been assigned to existing bureau sections, including the Electronics Design Branch, Special Applications Section and Electronics Equipment Section. These sections will be responsible for an investigation of the problem of increasing the resistance of electronic equipment to atomic attack, for design and development of instruments for detection of radioactivity and of fissionable material, and for procurement of radiological instruments.

Now You May Buy That Barracks for Your Own

Ex-sailors who might have fallen in love with their barracks during their stay in California now may apply for the right to purchase a military barracks under the state of California's new war surplus program.

The program, set up in an effort to relieve the shortage of building materials, provides for the sale of barracks and other military buildings to veterans.

The staff of the Veterans' Service Centers in Los Angeles County, or staff of the Navy's District Civil Readjustment Office in San Diego or Los Angeles will furnish additional information and details upon request.

SEES NAVAL RESERVE AS WORLD FACTOR

"Those same elements of strength that obtained victory will continue to be factors in obtaining a just and permanent peace," declared Fleet Admiral Chester W. Nimitz, USN, CNO, in a speech during Naval Reserve Week, 18-25 May. His entire speech follows:

"Often in peacetime, we Americans are inclined to forget the price of peace. There seems to be a tendency to forget that those same elements of strength that obtained a victory will continue to be factors in obtaining a just and permanent peace for all concerned.

"That is why the new Naval Reserve will be a vital force in the lives of every American. That is why every Naval Reservist will be, in truth, a factor in world affairs.

"Our postwar economy could not, of course, stand the burden of a Navy as large as the one we possessed in 1945. Yet it is clear that this force for good must somehow be kept 'in being.' The logical solution then, is a small, compact, ready Fleet, backed up by a large, well-trained Naval Reserve.

"The new Naval Reserve provides excellent opportunities for the men and women who will compose its ranks. And these people will, in turn, contribute to their communities by reason of their self-improvement and group readiness.

"Our efforts to obtain this needed support for the regular Navy will reach their peak during Naval Reserve Week, commencing May 18. Our goal—the enrollment of 1,148,000 Reservists—will be achieved if our citizens lend to the drive their active and wholehearted support."

Hydrographic Conference Attended by 2 from Navy

A five-man group, including two naval officers, represented the U. S. at the Fifth International Hydrographic Conference at Monte Carlo, Monaco. The conference was designed to promote the facility of navigation in all seas of the world by coordinating the work of national hydrographic offices.

Delegates were Rear Admiral Robert O. Glover, USN, Hydrographer of the Navy, and Rear Admiral Leo O. Colbert, Director of the U. S. Coast and Geodetic Survey of the Department of Commerce. Advisers were Rear Admiral Chester L. Nichols, USN (Ret); Lt. Comdr. R. W. Knox, Assistant Chief, Division of Charts, U. S. Coast and Geodetic Survey; and James B. Hutt, Chief of the Division of Maritime Security, U. S. Hydrographic Office.

The U. S. took an active part in the first international conference in 1919. Participation in the conference is guided by the State Department, with the two principal hydrographic establishments in the U. S.—the Navy Department Hydrographic Office and the Coast and Geodetic Survey of the Department of Commerce—representing the U. S. The meeting was the group's first since 1937.

Rear Admiral Nichols, who recently was Deupty Hydrographer in the Hydrographic Office, was elected one of the three members of the Directing Committee of the International Hydrographic Bureau.

Filipinos in Navy Told How to Get Guerrilla Pay

Filipinos now in the armed forces who seek back pay for services as guerrillas were given the proper procedure in AlPacFlt 82-47.

They were advised to write directly to The Commanding General, Philippine-Ryukyu Command (Attn Recovered Personnel Division), APO 707, care of Postmaster, San Francisco, Calif. In the Hawaiian area, information regarding processing of claims may be obtained from the office of the Consul General of the Republic of the Philippines, Honolulu.

2 Navy Veterans Heading For Alaska to Build Home

Opportunity just wouldn't knock at the door of two Navy veterans who returned to civilian life, so the ex-sailors are heading toward Alaska to build a door (with a house around it) and give opportunity another opportunity to knock.

As if he were preparing for an over-night picnic, the younger of the two vets grinned as he packed the axes, saws, knives, guns, ammunition, bed-rolls, lanterns, canned-goods and boots that will serve them in good stead on their Tanana Valley venture.

The two modern-age pioneers will receive 160 acres of land from the government in Alaska which they must clear and live on for seven months to gain full title. The climate at their proposed settlement—15 or 20 miles from Fairbanks at the northern end of the Alcan Highway—ranges from 94 degrees in the summer to an average of 10 above zero in the winter.

Eager to Learn, Enlisted Retrainees Get Diplomas After Completing Course

Every ten weeks a group of 50 or more enlisted retrainees at the Mare Island Naval Retraining Command step upon the stage and receive high school diplomas valid for entrance into college after leaving the naval service.

The high school set-up, a 10-week, three-times-per-week course, was first begun in September 1946. The third class, totaling 107 men, graduated recently. The school is only one phase in the Navy's entire retraining program (see ALL HANDS, April 1947, p. 2).

Candidates for the school may range from high school freshmen to seniors and must pass five stiff general education development tests to be permitted to enroll. Two-hour classes are conducted in American history and government with special emphasis on the Constitution. Attending class is entirely voluntary, but all student-retrainees are eager to learn.

Navy Work Pays Off, Painter Gets Award

Work he did while in the Navy paid off for Alexander P. Russo, SPP1, USNR, when he was awarded the Guggenheim Fellowship Award after a group of his paintings was submitted to the John Simon Guggenheim Memorial Foundation by the Navy Combat Art section.

Russo joined the Navy in October 1942 and was assigned to sketching men and operations in combat. His paintings have been reproduced in two books and a portion of his work will be kept as part of the Navy historical record of World War II.

He is continuing his study of art as a civilian with the aid of the money received from the award.

Iowa's *Marine* Wins *Rifle, Pistol* Matches

A member of the marine detachment on board USS *Iowa* (BB 61) won top honors in both rifle and pistol matches in the Marine Corps Western Division Rifle and Pistol Competitions at San Diego.

The 31-year-old veteran marine, TSgt. Maxin R. Beebe, USMC, fired scores of 568 in the rifle match and 530 in the pistol competition to beat 108 and 50 competitors, respectively. He won two gold medals this year. Last year Beebe won a bronze medal.

Organization Proposed Of Former NATS Officers

An organization composed of former NATS officers now on inactive duty was proposed at a meeting of NATS alumni at NAS, Patuxent River, Md.

The organization would maintain an address file of former NATS officers to assist members in keeping in touch with wartime comrades and provide a list of those needed by NATS in future emergencies.

The conference was held to observe and inspect the activities of the Naval Air Test Center, renew friendships and to be brought up to date on NATS' activities and problems.

Industrial College Students Visit Shipyard at New York

Navy, Army and Air Corps officer students from the Industrial College of the Armed Forces recently toured the New York Naval Shipyard, Brooklyn. The group is studying the problems of war economics in order to maintain a close and harmonious liaison with the production system of the country.

Sea or Foreign Duty For MarCorps Enlisted With 2 Years to Serve

Sea or foreign duty is in store for certain enlisted personnel of the Marine Corps, it was announced by Almarcon 081316 of 7 April.

Eligible for transfer are Regulars who have two years or more to serve on their current enlistments or extensions and who have:

- Had no previous sea or foreign service.
- Completed one year's duty in the U. S. since their last return from overseas, excluding time spent in naval hospitals for treatment but including leave time.

The directive added that personnel who volunteer for foreign duty under the provisions of CMC letter No. 1515-35 will be eligible for transfer regardless of the date of their last return from overseas.

Central Intelligence Group Headed by Rear Admiral

Rear Admiral Roscoe H. Hillenkoetter, USN, has been named director of the Central Intelligence Group—an organization still establishing its proper place in a field previously dominated by the FBI and the Army, Navy and State Department intelligence services. Primary purpose of the Group is to coordinate all intelligence information while gleaning its own.

Admiral Hillenkoetter succeeded Lt. Gen. Hoyt S. Vandenberg, USA, as director. Gen. Vandenberg is returning to the Army Air Forces as the designated deputy commander.

Until recently naval attache at Paris, Admiral Hillenkoetter was intelligence officer on the staff of Fleet Admiral Chester W. Nimitz, USN, CNO, during the war. He commanded USS *Missouri* (BB 63) when it conveyed the body of the Turkish Ambassador to Istanbul last year. The admiral's Navy career includes service on submarines and destroyers.

In what amounted to his farewell address, Gen. Vandenberg rapped the feeling that there is something "un-American about espionage and even about intelligence generally."

"A strong intelligence system is equally if not more essential in peace than in war," the general declared.

Rear Admiral Sidney W. Souers, USNR (Inactive), was the Group's first director.

Diphtheria Shots Needed If You're Warsaw-Bound

Unless shown to be Schick negative, all naval, MarCorps and civilian personnel and their dependents bound for or traveling through Warsaw, Poland, under cognizance of the Navy Department shall be immunized against diphtheria prior to departure, Alnav 100-47 (NDB, 30 April) directed.

TIMER KEEPS DRUMMER ON THE BEAT

Whatever criticism the listeners of Ward Island's Military Band have, they can't complain that the drumbeat is off time. For, thanks to D. Reed, AETM3, oboist and bass drummer, the drum now is kept to the beat by electronics.

The device invented by Reed consists of a square wave multi-vibrator, batteries and headphones. The frequency of the oscillator is variable and when set to the proper marching tempo of 120 beats per minute, the drummer, wearing the headphones, can't possibly get off tempo.

Ribbing from the CMAA—"You technicians substitute electronics for musical instinct!"—brought the rejoinder from members of the band that they still have their musical instinct, but electronics merely supplements it a little.



BEATS ALL how an electronic cadence timer helps the bass drummer keep perfect tempo. Drummer still swings stick.

Navy Nurse Corps Given Permanent Status by Law; 2,200 Currently on Duty

Navy nurses were given permanent commissioned rank with commensurate pay and allowances by Public Law 36 (80th Congress).

The law establishes the Nurse Corps as a component part of the Medical Department, and as a staff corps of the Navy (see ALL HANDS, May 1947, p. 12). Officers will be commissioned in the grade of nurse by the President, by and with the consent of the Senate. These officers will have the rank of commander, lieutenant commander, lieutenant, lieutenant (jg) or ensign. The Nurse Corps will be headed by a director, with the rank of captain.

Members of the regular Nurse Corps on the active list who were serving in a temporary rank on the effective date of the law were permitted six months to transfer to the new corps. Upon transfer, they will be appointed for temporary service to the same rank and with the same precedence held on the date of transfer (pursuant to, and subject to the limitations of the Act of 24 July 1941, as now hereafter amended). These members of the Nurse Corps will be considered to be commisioned officers in the regular Navy.

The law provides that all original appointments shall be to the grade of nurse in the regular Navy, with the rank of ensign, and that each appointment shall be subject to revocation by SecNav until the appointee is advanced to the rank of lieutenant (jg). These appointees must be female citizens of the U. S. who have reached the age of 21 years on 1 July of the calendar year in which appointed, and who have not reached the age of 29 years on that date. Provision is made for the establishment of mental, moral, educational, professional and physical qualifications.

The director of the Nurse Corps announced that there are 2,200 nurses currently on active duty, of which 300 will leave the service by 1 July 1947. This will reduce the corps to a thousand under the peacetime complement. It is hoped that some of these billets will be filled by qualified nurses who served in the corps during World War II. These nurses may return to active duty if they have not passed their 35th birthday.

Nearly all provisions of law relating to pay, leave, money allowances for subsistence and rental of quarters, mileage and other travel allowances, or other allowances, benefits, or emoluments, of male officers of the Navy are applicable to officers of the Nurse Corps. However, husbands of nurses shall not be considered dependents unless they are in fact dependent upon their wives for their chief support, and the children of such officers shall not be considered dependents unless their father is dead or they are in fact dependent upon their mother for their chief support.

The new law also provides for retirement for nurses, both normally and for physical disability incurred in the line of duty.

Regulations Are Clarified Under Which Dependents Get Free Medical Attention

The Navy provides free medical attention for dependents—but only under certain conditions.

This announcement has been made in an attempt to enlighten many persons who do not understand fully the rules governing medical attention for dependents.

For eligibility, the family of a Navy man (officer or enlisted) is defined by Navy Regulations, Art. 1185, to include "only a lawful wife, unmarried dependent child (or children) under age 21, and the mother and father if in fact dependent." Another paragraph requires that the dependents reside "in the yard or station or within such reasonable distance from the naval dispensary as shall be determined by competent authority."

Such dependents of the following personnel are eligible: Personnel of USN, USMC and the Coast Guard on active duty; retired personnel of these services on active duty; all Reserve personnel of these services performing active duty other than training duty; retired personnel of these services receiving retired pay, not on active duty; enlisted personnel of these services transferred to the Fleet Reserve or Fleet Marine Corps Reserve after 16 or more years of service, whether or not on the active list; widows of any personnel in the above categories.

Para. 418.1, Manual of the Medical Department, provides, "Dependents of naval personnel shall be provided out-patient service at naval hospitals, dispensaries and other Medical Department activities where facilities for such service exist."

Hospitalization for these same dependents was authorized by Public Law 51 (78th Congress). This, however, is apart from medical attention, and is not free. The law provides for hospitalization of Navy and Marine Corps personnel at any naval hospital at rates to be prescribed by the President.

It was pointed out that in several recent instances, dependents of new recruits have incurred private medical and hospital bills which they have asked the Navy to pay. The Navy will not assume responsibility for costs of medical attention or hospital care except where naval facilities are used.

In applying for attention at a naval medical activity, the applicant must furnish adequate proof of relationship and dependency. The applicant then is given a Dependent's Identification Card (NavMed 562), use of which does not require the presence of the Navy man.

Making War Unprofitable Called Only Sure Road to Peace in Letter by SecNav

The only sure road to peace is to make war unprofitable, and the only way to make war unprofitable is for the U. S., in concert with other nations, to be prepared to visit immediate and drastic physical punishment upon any aggressor, at the instant of aggression.

This conviction was expressed by SecNav James Forrestal in a letter to Miss Lysbeth W. Muncy, instructor in history and government, Sweet Briar College, Virginia.

SecNav's letter, made public at Miss Muncy's request, was in answer to several questions given in a letter which she sent to the Secretary after she had seen films of the Bikini bomb tests.

SecNav stated that a powerful and far-ranging Navy is not intended to be an answer to the atomic bomb. Rather, it is an essential component in a well-rounded military establishment required by the U. S. to play its part in punishing aggression. War cannot be stopped by outlawing the atomic bomb or passing resolutions against it, he said.

In the letter, SecNav affirmed his faith in the United Nations as "the agency for universal peace dynamically perpetuated." Many points of the letter were covered by SecNav in an address before the Philadelphia Foreign Policy Association (ALL HANDS, May 1947, p. 7).

Battleship *Colorado* Gets Back Bell Which Has Been Mounted on Samar Chapel

USS *Colorado* (BB 45) is going to get her bell back.

The bell, which at one time was ship's company on board the *Colorado*, had been mounted by the side of the chapel on Tubabao Island, Samar. Because the island base was due to be disestablished, the bell was prepared for shipment back to duty on board BB 45, now out of commission in the Inactive Fleet at Bremerton, Va.

The trip was to be made with the assistance of USS *Virgo* (AKA 20), which is carrying the bell from Samar, via Guam, to the U. S. where it will be forwarded to the CO of the *Colorado*.

Cat-astrophe Remedied; PBY-5 Marooned on Dry Lake Finally Flown Off

Who'da thought it? Certainly not the pilot of the PBY-5, "Reluctant Ronald," as he set her down on Lake Carl Pleasant, near Phoenix, Ariz. The seaplane developed engine trouble so the pilot decided to bring her down.

But when the engine trouble had been remedied, the plane still couldn't take off. The lake had dried up under the plane until only a puddle remained. A security watch was set over the plane until the rains came.

It took four months, but the rains did come. A pilot with 10 years' experience took the plane off in a remarkably short distance, and, after one more forced landing (during which time the water under the plane did *not* dry up), the "Reluctant Ronald" finally reached its destination.

33 Japs Get the Word War's Over, Surrender

The war finally ended on Peleliu Island in the Pacific, with the surrender of a Japanese lieutenant and 32 ragged seamen and soldiers who had been holding out in caves (ALL HANDS, May 1947, p. 36).

The holdouts, armed with stolen marine carbines, small stocks of ammunition, sidearms and a few Japanese grenades, were convinced that the war was not over.

The Navy, assisted by a Nipponese war crimes witness from Guam and a seaman who earlier had surrendered, induced the Japanese to surrender. The holdouts were shown letters from their families in Japan and from the former chief of staff of all Palau area Japanese forces. The letters explained that the war was over, and promised that the men would be returned home as soon as possible.

Helpful Newspaper Services Available

Most ships and stations of the Navy publish their own newspapers. Some come out daily, some weekly, others semi-monthly or monthly. They're good morale builders and provide a handy way of getting the word around.

Ships' Editorial Association, a unit of the Welfare Activity in BuPers, provides at no cost a variety of services to ship and station papers. The weekly *"SEA Clipper"* assists editors by supplying news and feature articles, material concerning personnel administration and new orders, photographs and cartoons. Mats, stencils and reproduction proofs are supplied for all types of Navy newspapers.

Interested editors can write for a *"Navy Editors' Manual,"* which gives literally hundreds of tips on how to publish a newspaper. Address inquiries to Ships' Editorial Association, Bureau of Personnel (Attn: Pers 542), Navy Department, Washington 25, D. C.

Navy Studies Explosions Which Destroyed Famous German Submarine Base

Explosions which destroyed once-strategic Helgoland, site of the Nazis' submarine pens, were recorded by Naval Ordnance Laboratory scientists and engineers with seismic and microbaromic instruments. Ten members of the Acoustics Division of NOL's Research Department were stationed from Cuxhaven, Germany, to Udine, Italy, to record the shock.

The study of the shocks is expected to divulge new information on the thickness of layers of the earth's crust and the nature of the stratosphere. By timing the sound waves, the scientists hoped to measure the thickness of the layers.

Reserve Officer Classes Conducted at Ordnance Lab

Full-scale Reserve officer training classes, designed to familiarize participants with research and development programs in progress at Naval Ordnance Laboratory, White Oak, Md., are being held at the rate of one a month. Each two-week class consists of 20 to 30 officers.

Since most of the Reserve officers taking part are practicing scientists and engineers, they have an opportunity to serve their own professional interests as well as those of the Navy. Broad subjects, rather than specific topics, give the officer students an idea of the work at NOL and of its plans for the next three years.

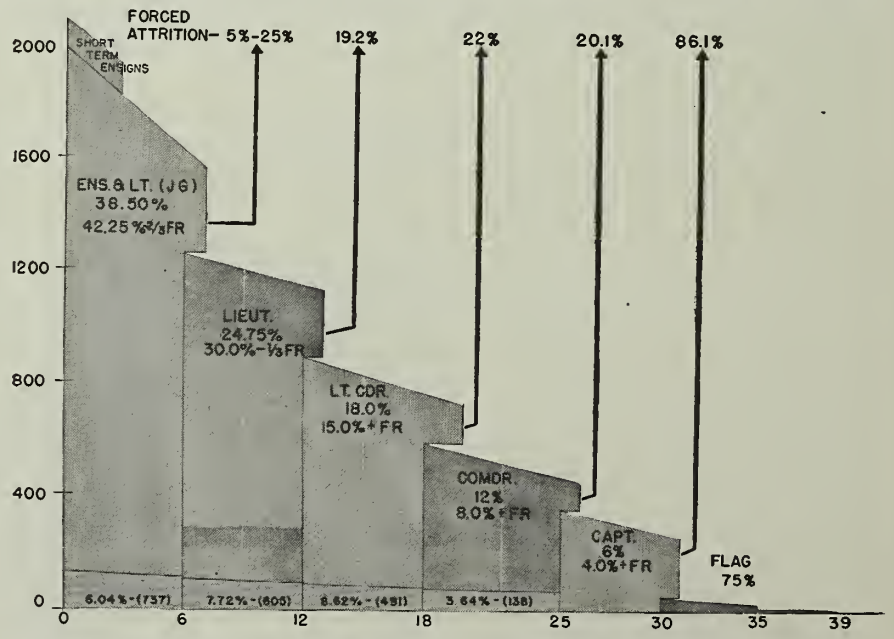
DISTRIBUTION OF RANK FOR OFFICERS UNDER PROPOSED BILL

This chart illustrates the distribution of rank and flow of promotions for line officers under the Navy's proposed promotion bill (see ALL HANDS, April 1947, p. 54). The base line represents years of service, while the vertical line at left represents an annual input of 2,000 officers.

The distribution of rank under the proposed promotion plan, as contrasted with distribution under prewar statutes, is stated in the column for each rank. The top figure is that proposed, and the lower is that under existing law, including those "fitted and retained."

Sloped lines represent normal attrition (death, disability retirements and resignations). Vertical lines represent forced attrition resulting from failure of selection. Officers having failed of selection are represented in blocks hanging over the next higher grades. Officers first become eligible for promotion (or selection) at periods marked by vertical white lines. The shaded portions at bottom represent the flow of limited duty officers (former enlisted men), who compete for promotion only among themselves.

The forced attrition rates shown



are those estimated for stabilized conditions when officers in the various grades will have the total commissioned service indicated as normal for their grades. Until this condition is reached, the forced attrition rates are expected to be somewhat lower than those indicated.

Four Powers Will Share Equally in Distribution Of 239 Japanese Warships

Four powers—the U.S., England, Russia and China—will share equally in the distribution of 239 small Japanese warships which soon will be in operating condition.

This announcement was made by Acting Secretary of State Dean Acheson, who said that distribution among the four powers of all operable Japanese warships of destroyer size or smaller had been agreed upon at the Moscow Conference in October 1943.

Acheson said General of the Army Douglas MacArthur had notified this Government that 140 of the vessels were ready for immediate delivery, and that the remaining 99 can be put into operating condition within 60 days.

The 239 vessels include 27 destroyers, 76 destroyer escorts, 5 patrol craft, 18 light patrol craft, 62 auxiliary submarine chasers, 11 mine layers, 14 mine sweepers, 4 cargo ships, 12 transports, 9 air rescue craft and one unclassified.

Since the types do not amount to four equal divisions, the ships have been divided into four equivalent groups which will be drawn by lot.

Acheson pointed out that under the Moscow declaration, all Japanese warships larger than destroyers, and all submarines, have been scrapped.

59-Foot Whale 'Lands' At Amphib Base; Relief Fund Now $100 Richer

A 59-foot whale made a successful, though unscheduled, landing at the amphibious base at Little Creek, Va.

Whether the mammal was trying to sell her amphibious qualities to the Navy or was just jealous of the LCTs is not known. Through her maneuvers, she ended up in shallow water where escape was impossible.

The problem of disposing of the carcass was solved by the Navy Relief Society of Norfolk, which sold it to the Norfolk Tallow Company, Inc. for $100.

North Carolina Personnel Hold 2 New York Parties Attended by 500 Couples

Men of USS *North Carolina* (BB 55) took time off from their work of preserving the ship for the Inactive Reserve Fleet in New York and held two parties on a grand scale in a New York hotel. Approximately 500 couples attended each of the shindigs. CO of the ship, Capt. Timothy J. O'Brien, USN, was guest of honor.

QUIZ ANSWERS

Answers to Quiz on Page 49

1. (a) 20 mm. Oerlikon
2. (c)
3. (c)
4. (c)
5. (c)
6. (a)



RELAX, mac. And you can in crew's recreation room aboard this sub-tender. Space is provided for cards, games, music, writing, reading, or just settin'.

CREW'S RECREATION ROOM POPULAR

An unusual example of conversion of a cold, steel ship's compartment into an attractive crew's recreation room is that aboard USS *Nereus* (AS 17), whose experience in this regard may be useful to other ships of the Fleet having, or planning to build, such rooms.

The crew's room aboard the *Nereus*, once a berthing compartment, presents a 26 x 25-foot carpeted space, fittings and cables removed or rerouted or concealed by false bulkheads, painted in harmonious shades according to plans worked out by a professional decorator. A dozen or more pieces of upholstered furniture are in the room, along with metal boxes for growing plants, lamps, card tables and writing desks.

The *Nereus*' chaplain commented: "After two months of use the room is in as good condition as the day it was opened. The crew appears to take pride in the room, and it has proved a popular resort for bluejackets and their visitors on Sunday afternoons."

Many practical problems must be overcome in construction of such a room.

In this case, approval was first obtained from the type commander, and financing was arranged through the squadron welfare fund.

Preliminary surveys estimated cost of conversion and of equipment, and plans were outlined. The ship's repair department, the chaplain and the contractor cooperated in the design and performance of the work.

The ship's force constructed a false bulkhead on the outboard side of the room, a writing table, a copper plant trough, a magazine rack, a record rack and other installations. The first lieutenant's department furnished painters and made cocoa mats; the engineering department made electrical installations.

Contractor provided paints, which were mixed according to his specifications and applied, except for the overhead, by his own painter. Contractor, an artist, painted the mural.

The contractor worked out the color scheme. The overhead is a chocolate brown, which tends to deflect the eye downward and obscure the inevitable maze of overhead cables and pipes. The mural is predominantly pale blue and red-orange. The forward bulkhead is a pale gray and the remainder of the bulkhead area, except for the simulated oak bulkhead, is a dull pink.

The deck is covered with a thick matting, over which is laid a heavy woven carpeting of red and white. The combination of mat and carpet have completely hidden rivet heads and doubling plates. A liquid soap cleaner has proved effective in removing the stains to which a shipboard carpet would be subject.

The furniture, of fire resistant material, consists of three transoms, three matching chairs, three upholstered straight chairs, two steel chairs, and card tables with chairs. coffee tables, radio-phonograph and various smaller items. Lighting is now provided by overhead incandescent lamps, but it is planned that fluorescent lamps eventually will be installed.

The room is open to the crew from 1630 to 2100 daily, and 1300 to 2100 Sundays.

Personnel Accounting System Reports Show Accuracy on Increase

"Grief-causers" in the new personnel accounting program are marring an otherwise fast-moving system, BuPers says.

Machine-prepared reports are rolling in in great amounts and indicate that accuracy, so vital to the program, is steadily on the increase. But despite the decline in the amount of discrepancy reports, misinterpretation or failure to fully understand instructions is still causing the gears to grind every once in a while.

Incorrect usage of rate and rank abbreviations is the first of the grief-causers. A rating reported as ABM2 would have no code number assigned. The rating would have to be ABMAG-2, ABMGA2, ABMCP2 or ABMPH2 to be entered into the punch card. The use of designators with ratings enclosed within parenthesis—F1(GM)—has been discontinued. Table B of NavPers-15642 contains rank abbreviations which are authorized; yet CDR is often reported as Comdr., LCDR as Lt. Comdr., or LTJG as Lieut. (jg).

In reporting changes in dependency for which the change abbreviation is CDEP, the complete new status—such as W1DC—should be entered. A change of address of a man's dependents is not a change in dependency as is often reported on the daily diary.

Merely reporting agreements or cancellations of agreements to extend or extensions of enlistments on the daily diary with change abbreviations AEX, CES, and EEX do not automatically change the date of expiration of enlistment. In addition the appropriate entry must be submitted on the daily diary using change abbreviation CDEE.

When a man is discharged and reenlists on board within 24 hours, no gain or loss entries are required. A single miscellaneous change entry "DIRE" on the daily diary is the only entry required. A new up-to-date personnel accounting card (NavPers-500) with the same gain number previously used in Block 33 is necessary.

If gain, loss or miscellaneous change number is duplicated or omitted, a GLM entry on the daily diary with the correct number in the proper column and an explanation of entry is a simple method of correcting the entry. When a permanent commissioned officer, on duty in a higher temporary rank, is changed from USNR to USN and is to be reappointed to his present temporary rank, only two miscellaneous entries—CCL and CDES—are required on the daily diary.

In entering changes or corrections on the daily diary, both the incorrect name, rate or number and the corrected one should be entered—in columns 5 and 6 respectively.

BuPers has distributed a pamphlet containing an illustrated outline for maintaining muster and allowance card files (see ALL HANDS, December 1946, p. 49).

Spokane's CO Receives Letter of Appreciation

An invitation to English children to visit USS *Spokane* (CL 120) when the ship visited Plymouth Sound, England, prompted the Australian aunt of two of the thrilled children to write the *Spokane's* CO to express appreciation. The aunt also complimented American servicemen on "their kindness to children" which "warmed their hearts."

The writer's daughter, it was related in the letter, "married a young American from Spokane during the war and is very happy there. The coincidence of your ship of the same name visiting the home of her forbears and bringing good cheer to her little cousins prompted me to write from Australia and so circle the world to thank you."

Recommendations Sought For Possible Advancement Of Ex-POW Enlisted Men

Commands were urged by Alnav 107-47 (NDB, 30 April) to check the records of ex-POW enlisted men who may be eligible for appointment to warrant or commissioned rank and who have not been previously considered by BuPers.

This was prompted by legislation pending in Congress which, if enacted into law, will stop all such temporary appointments. Recommendations for original temporary appointments should be forwarded promptly in accordance with Alnav 208-46 (NDB, 30 April 1946).

Recommendations are not desired for the following men:

- Ex-POWs whose retroactive date of advancement to PO1 is after 16 Feb 1945.
- Ex-POWs who have been previously considered by BuPers.

The directive called special attention to the fact that a man's status as an ex-POW merely establishes his eligibility for his CO's consideration and recommendation for appointment to warrant or commissioned rank. His qualifications are based on his service record, his moral, mental, professional and current physical fitness. Recommendations received by BuPers will, insofar as possible, be judged by the same standards as were the recommendations of their former contemporaries and the needs of the service at the time he would have been eligible for recommendation.

Ex-POWs who have already received an original temporary appointment to warrant or commissioned rank and who are eligible for further retroactive promotion, have been so advised by individual instructions accompanying the original appointment.

Reservists Get Amphib Training in June, July

Naval Reservists will hit the beaches of Virginia during three periods of amphibious training scheduled for June and July.

Inactive Reserve officers and enlisted men will receive the full pay of their naval rank or rating for the 14-day training, which will be under the direction of the Commander, Amphibious Forces, Atlantic Fleet, Little Creek, Va.

Naval Reservists from the 5th, 6th, 8th, and 9th Naval Districts and the Potomac River Naval Command are eligible for the period 15 through 28 June. There will be a training cruise to New York for weekend liberty.

For the periods 15 through 28 June and 13 through 26 July, Naval Reservists from the 5th, 6th, and 9th Naval Districts and the Potomac River Naval Command are eligible.

Eligible personnel should make requests for the training duty to their District Commandant.

MOBILE PLANTS STILL SUPPLY POWER

The Navy's two six-car, railway-mounted mobile power plants, built in 1941, must have been a good idea. So good, in fact, that both are now providing emergency power in drought-stricken areas where normal hydroelectric power sources have been crippled.

One of the trains, on lease from the Navy, is in Central Mexico for an indeterminate length of time, at the request of the Mexican government, and its power is being used in Mexico's vital industries which were handicapped by a power shortage. The other train has been performing a similar service for many months for the Salt Creek (Ariz.) Water Users Corp. (ALL HANDS, December 1946, p. 39).

The trains develop 10,000 kilowatts each. The train in Mexico cannot fully meet the needs of the region for power, but it is providing sufficient power for essential uses, including the lead and copper smelter at San Luis Potosi, most of the base metal mines in the area, and the municipal and irrigation systems. Local industries, in addition, are drawing on the power source four days a week. The train is located on a siding at Saltierrillas, Guanajauto.

The train had been providing power for the Atlantic Reserve Fleet berthing area at Green Cove Springs, Fla., but the Navy made other arrangements when the State Department requested the train for Mexico. Two DEs currently are supplying power for the berthing area.

ALNAVS, NAVACTS

This listing is intended to serve only for general infarmation and as an index af current Alnavs and NavActs, nat as a basis far actian. Personnel interested in specific directives should cansult Alnav ar NavActs files directly for camplete details before taking any actian.

Alnavs apply ta all Navy and Marine Carps cammands; NavActs apply to all Navy cammands.

No. 95—Thirty-fourth in a series listing officers selected for transfer to USN.

No. 96—Reports changes to Marine Corps Manual.

No. 97—Thirty-fifth in a series listing officers selected for transfer to USN.

No. 98—Directs survey and destruction of certain medical material.

No. 99—Announces names of candidates selected for further processing for NROTC-NACP program being promulgated by circular letter.

No. 100—Requires diphtheria immunization for personnel traveling through Warsaw (see p. 58).

No. 101—Reminds personnel to submit claims for settlement unused officer leave at early date (see p. 51).

No. 102—Requests applications for course in aviation medicine (see p. 52).

No. 103—Cancels Alnav 346-45, which provided terms of service for promotion of officers.

No. 104—Warns that dental treatment is not available at outlying bases for dependents of naval personnel, Navy civilian employes and their dependents (see p. 51).

No. 105—Thirty-sixth in a series listing officers selected for transfer to USN.

No. 106—Provides initial payment of $100 MOP can be made only at time of discharge or actual release from active duty (see p. 55).

No. 107—Urges commands to check records all repatriate enlisted men on board who may be eligible for appointment to warrant or commissioned rank (see p. 62).

No. 108—Notes 39th anniversary of founding of Navy Nurse Corps (see p. 59 for story on new law establishing the corps).

No. 109—States, "Suspend application first sentence Art. 66012, BuSandA Manual, advance change 3-3, to vouchers drawn under BuSandA appropriations fiscal year 1947 and prior."

No. 110—Modifies Alnav 384-46, listing Wave separation activities (see p. 51).

No. 111—Thirty-seventh in a series listing officers selected for transfer to USN.

No. 112—Cancels Alnav 571-46, states dispatch reports from disbursing offices as to total of checks issued each month no longer required (see p. 50).

No. 113—Authorizes disbursing officers to make emergency payments where necessary to provide funds for travel home in cases of enlisted personnel entering terminal leave (see p. 55).

No. 114—Announces NATS baggage allowance of 165 pounds (see p. 52).

No. 115—Requires diphtheria immunization all personnel traveling through Europe and/or Mediterranean area (see p. 54).

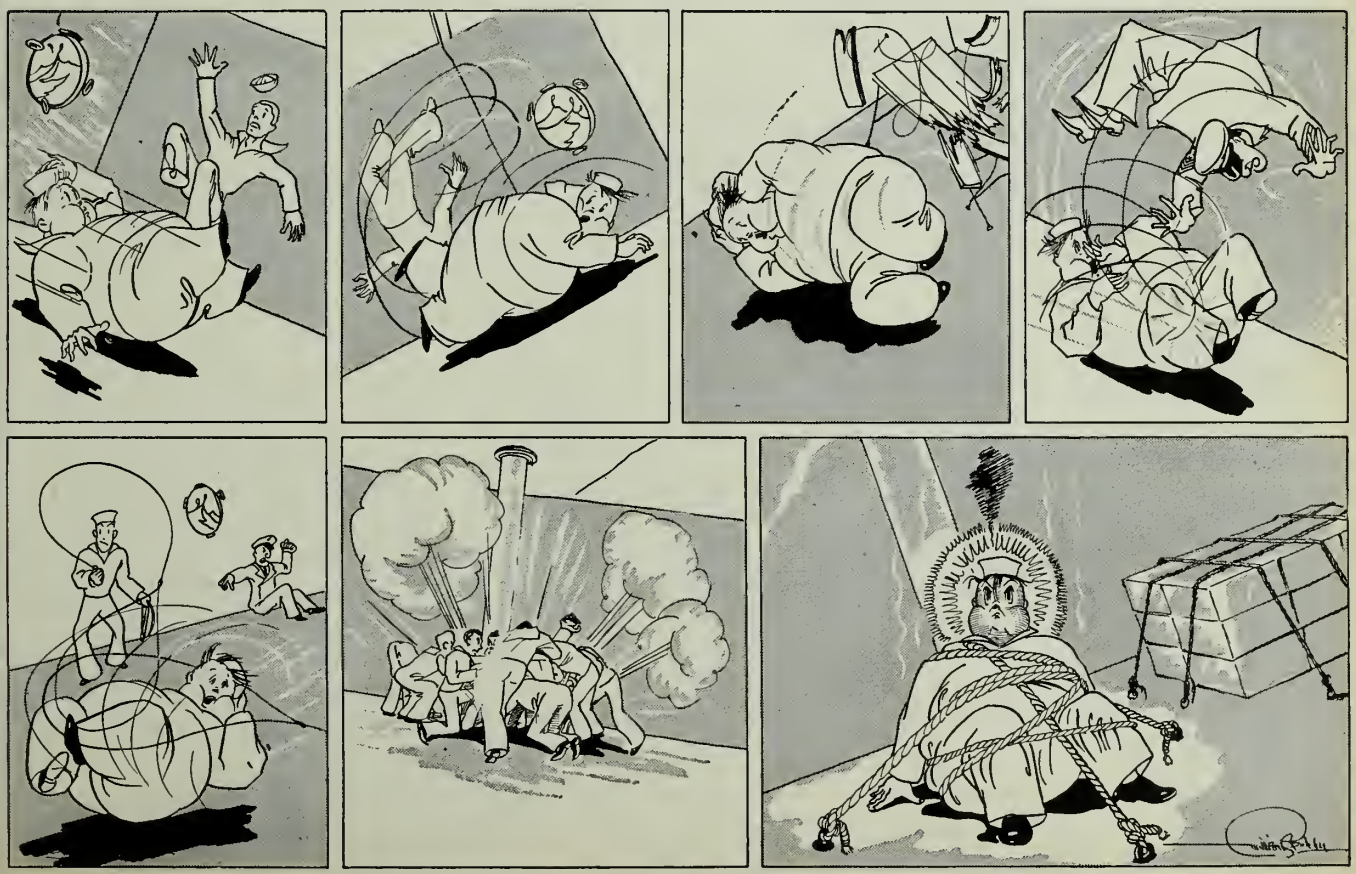
No. 116—Announces provisions of Rhode Island State veterans' bonus law (see p. 61).

NavActs

No. 11—Announces cotton undershirts still in short supply.

No. 12—Provides 90 cents-per-day rate for sales of meals from Navy general messes (see p. 50).

BROADBEAM ***TIED TO BE FIT***



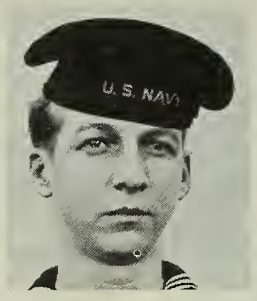
FANTAIL FORUM

QUESTION: How does European liberty compare with liberty in the United States?

(Interviews conducted an board USS *Shenandaah* and USS *Partsmauth* in Mediterranean area.)



Ralph Carter, Jr., Y3, River Forest, Ill.: No hesitation when I say liberty in the U.S. The tours and historical scenes around Naples are interesting but I'd much rather pull liberty in Portland, Me.



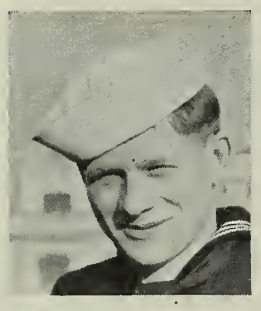
Douglas Jay Geisler, F2, Detroit, Mich.: I like liberty in the States better. There are more things to do there. I like the sightseeing in all the various countries, but it isn't like home.



Jaseph L. Cahen, S1, Chelsea, Mass.: I prefer liberty in the States because there is more entertainment. The girls back home are nicer in appearance and there are more things to do.



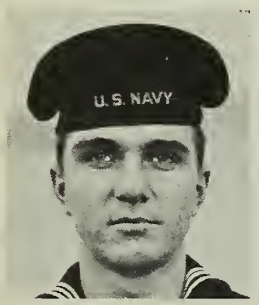
Lea F. Curtis, S2, Lynn, Mass.: There is more entertainment in the States. Chow is better and there is more variety. The main things I miss are eating, dancing and movies. I like the sightseeing.



Ellisan M. Stocktan, S1, New Castle, Ind.: Historical features in the Mediterranean are interesting, but for good liberty I'll take the States, with theaters, eats and baseball games.



Thomas E. Coblentz, S1, Dayton, Ohio: I like stateside liberty because I have more choice of entertainment. I like the sightseeing here but I miss going to the drugstore and getting a gedunk.



James J. Slattery, S2, East Orange, N. J.: I like stateside liberty, even if I have more fun on less money here. One thing about being overseas is I can save money, as things are cheaper.



Francis J. Durnan, S1, Jersey City, N. J.: Liberty here is all right but I prefer it in the States. I miss mostly the dances and movies. I like it here because there are many things to see.



Amick Cabral, SC1, Lawrence, Mass.: Stateside liberty can't be beat. I enjoy the opportunity of being here and seeing the sights on different tours but I still prefer liberty in the States.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used thraughaut are lacal time at scene af actian unless atherwise indicated.

SECURITY: Since this magazine is nat classified, it sametimes is limited in its reparting and publicatian af phatagraphs. It therefare cannat always fully recard achievements af units ar individuals and may be abliged ta amit mentian af accamplishments even mare natewarthy than thase included.

REFERENCES made ta issues af ALL HANDS priar ta the June 1945 issue apply ta this magazine under its farmer name, The Bureau af Naval Personnel Infarmatian Bulletin. The letters "NDB," used as a reference, indicate the afficial Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In mast instances, the circulatian af the magazine has been established in accardance with camplement and an-baard caunt statistics in the Bureau, an the basis af ane capy far each 10 afficers and enlisted persannel. Because intra-activity shifts affect the Bureau's statistics, and because arganizatian af same activities may require mare capies than narmally indicated ta effect tharaugh distributian ta all hands, the Bureau invites requests far additianal capies as necessary ta camply with the basic directive. This magazine is intended far all hands and cammanding afficers shauld take necessary steps ta make it available acardingly.

The Bureau shauld be kept infarmed af changes in the numbers af capies required; requests received by the 20th af the manth can be effected with the succeeding issues.

The Bureau shauld alsa be advised if the full number af capies is nat received regularly.

Narmally, capies for Navy activities are distributed anly ta thase an the Standard Navy Distributian List in the expectatian that such activities will make further distributian as necessary; where special circumstances warrant sending direct ta sub-activities, the Bureau shauld be infarmed.

Distributian ta Marine Carps persannel is effected by the Cammandant, U. S. Marine Carps. Requests fram Marine Carps activities shauld be addressed ta the Cammandant.

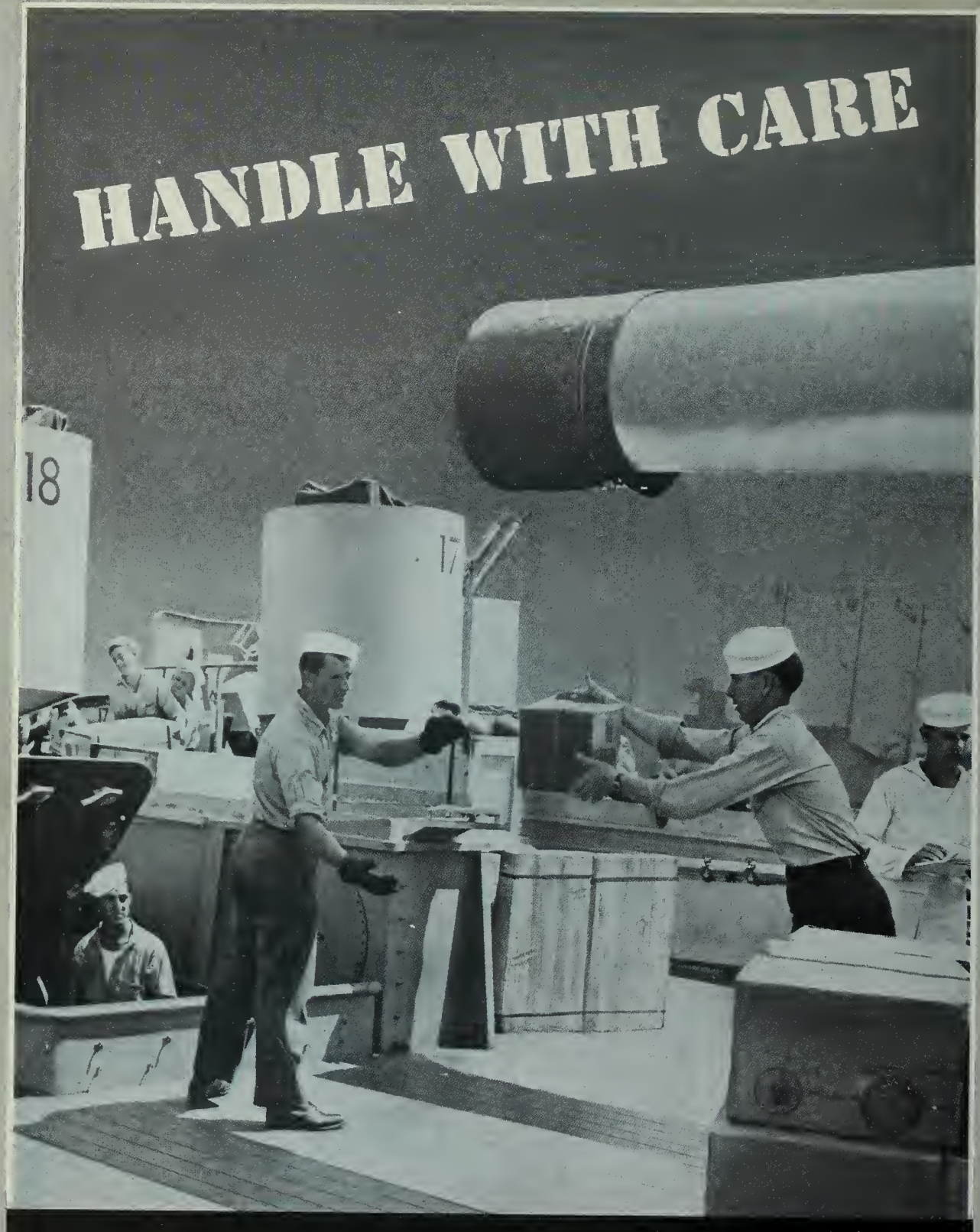
PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT: Weather plays a big part in Fleet maneuvers because it is necessary ta find whether the planes will be able to fly the next day. Here aerographers an baard USS *Tarawa* release a weather balloon to determine the force and directian af winds aloft.**



WIND BAG

HANDLE WITH CARE



"We can best insure obtaining the funds we need for a strong and vigorous Navy by demonstrating our ability to make wise and careful use of every dollar that is entrusted to us."—SecNav

Jul 18 '47

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JULY 1947

This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG







HEAVY SEA AND A DD

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1947 NAVPERS-O NUMBER 365

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
All Eyes on Sports	2
All-Navy Sports Summary	7
The Word	8
Legislative Roundup	9
The Navy Looks Ahead	10
Scope Schools	13
Sub Savvy	14
Salute to Progress	15
Books: Sports and Adventure	18
High Speed Lifesaving	19
Speedy, Scrappy Tin Cans	23
Special Section:	
Decorations Regulations	27
Wearing of Decorations	34
Table of Decorations	37
Letters to the Editor	38
Canned Planes	41
Bulletin Board:	
GI Benefits for Regulars	42
NSLI Policies Discussed	44
Defense, Victory Medals Issued	48
Survey of All Hands Readers	49
Naval Justice Legislation	50
New Discharge Certificates	52
Seabee Projects Listed	55
Alnavs, NavActs in Brief	57
Decorations and Citations	58
Fantail Forum	64

• FRONT COVER: Symbolic of today's Navy—first line of defense—is Fronk Pederson, of Bound Brook, N. J. Photo token for ALL HANDS by Wolter G. Seewold.

• AT LEFT: A U. S. destroyer noses under o heovy sea during some rough weother in the unpocific Pocific.

CREDITS: All photographs published in ALL HANDS ore officiol U. S. Novy photographs unless otherwise designoted. P. 3, lower, by Edmund P. Doles, SPX3JO. P.11, upper right, ond inside bock cover, Press Associotion.



ALL EYES ON SPORTS

IT WAS a rocking, socking Navy that some 55,000 persons saw during the first week in June in San Diego, Calif. It was a bruising, take-no-quarter Navy, a fighting Navy, albeit a peacetime Navy.

It was a power-packed Navy. It was a two-fist-swinging Navy. It was, as the announcer said into the microphone to 24,000 believing spectators of the final bouts, "the greatest, toughest Navy in the world."

Yes, it was fight, fight, fight for 64 Navy men, Marines and Seabees on 2-7 June in San Diego. The cream of the crop were these 64 Navy men—the swingingest punchingest men in the Navy. And brother, they fought, fought, fought!

These 64 fighting men of a fighting Navy taking part in the All-Navy boxing finals showed dramatically to the 55,000 spectators who attended the three evenings of bouts what was inside a fighting Navy man—the heart, the stamina, the courage, the strength, the brains, the savvy, the just-plain-guts.

And the spectators appreciated what they saw. Simultaneously 24,000 throats would roar approval of a hard punch, a clever feint, a knockout. But just as simultaneously, these same throats would roar approval of a show of sportsmanship, an indication of courage, a sign of a won't-lay-down heart.

"Best card I ever saw," said many fans on their way out of San Diego's Balboa Stadium at the conclusion of each evening of fights. Best card, perhaps. But there was no doubt that none of the spectators had ever seen a cleaner group of fights, a harder-fought program, a more on-the-level set-up.

Whatever reasons the All-Navy sports were revived for must have been fulfilled. Not one low blow was thrown during the entire three sets of bouts. Not one man had to be warned by the referee for unfair tactics. Not one doubt entered in anyone's mind that a single man was not giving all he had for any given second.

It was the Navy's second venture since the war into All-Navy sports finals. Basketball, held in the spring at Great Lakes, Ill., was the first. But the boxing championships in San Diego surpassed by far the initial attempt. It surpassed by far anything the Navy has done in a similar endeavor in history. It was the biggest and best show yet.

All-Navy Champions

Flyweight: Jose M. Olivovalentin, S1, NATB, Pensacola, representing Mississippi Valley area.

Bantamweight: William Bossio, S1, Amphib Force, Little Creek, Va., representing Atlantic Fleet.

Featherweight: Don Nelson, COX, Amphib Base, San Diego, representing 11th Naval District.

Lightweight: Eddie B. Moran, S1, NTC, Bainbridge, representing the South Atlantic States.

Welterweight: Hank Herring, STM1, USS *Samar,* representing 11th Naval District.

Middleweight: Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area.

Light-heavyweight: Dan Buccaroni, S1, NTC, Great Lakes, representing Mississippi Valley Area.

Heavyweight: Maynard Jones, S1, NAS, San Diego, representing 11th Naval District.

Host of the tournament, the 11th Naval District, walked off with top honors as far as team scores went. Though no official computations were tabulated, the 11th Naval District team wound up with three champions of the eight crowned. The team from the Mississippi Valley Area, made up of men from the 7th, 8th and 9th Naval Districts, took runner-up position with two titlists.

The South Atlantic States' team (5th and 6th Naval Districts, the Potomac and Severn Commands) sponsored one title-holder, as did the Atlantic Fleet (including the 10th and 15th Naval Districts) and the Hawaiian Area (the 14th Naval District). Without any champions were the Far Pacific Area, the North Pacific Area and the New York Area squads.

Each area sent an eight-man team to the finals in San Diego.

The finals opened on the afternoon of 2 June with 16 elimination bouts. About 2,500 fans attended the card at Balboa Stadium. Every bout on the program—as well as every fight in the entire tournament—pitted champion against champion. For each man in the tourney was the champion of his own naval district, having won out in elimination tourneys in his home area to earn the right to compete for the championship of the Navy in his weight division.

Some of the men had impressive records. Some had never boxed before the tournament began. But all were amateurs and all were on ostensibly equal terms.

The second group of 16 elimination bouts was put on the night of 2 June and 11,000 fans turned out. Tickets for all seats at each program were free.

With their number split in half, the

Navy boxers went to work again 5 June in 16 more battles in the semi-final round of the tourney. This time, there were 17,000 fans cheering them on. And when the finalists battled two nights later, 7 June, there were 24,000 wildly-cheering spectators packing the huge stadium.

From the spectators' viewpoint, the fights were also one great success. The fine San Diego lighting system which spotlighted the entire ring in a white bath of bright lights and the excellent seating arrangement allowed each person in the stadium a clear, unobstructed view of both fighters at all times. The fact that the stadium was open-air eliminated cigaret smoke and the accompanying haze, and was appreciated by fighters and spectators alike.

The fighters were brought from their respective stations by train, and in many cases by airplane. They were quartered along with their coaches, trainers and managers in several of San Diego's naval stations at the expense of the host of the tourney, the 11th District.

In return for the "preferred" treatment, the Navy fighters put on one of the outstanding sports events in West Coast, as well as in Navy, history.

Outstanding perhaps among all the fighters, was Heavyweight Champion Maynard Jones, S1, NAS, San Diego. The well-built lad entered the finals with a record of 42 victories in 42 fights. Moreover, all 42 of his wins were via the TKO or KO route. Jones didn't fail his backers. He added three more KOs and the All-Navy title in the tournament. His first fight was a one-punch knockout win over Marine Pfc. Fred Ucci, Quantico, Va.

The light-heavyweight diadem was won by Danny Buccaroni, S1, of the Naval Training Center, Great Lakes, Ill. Buccaroni was the last man to arrive on the scene in San Diego, waiting until he had won the International Golden Gloves championship in Chicago before moving on to San Diego to add the coveted All-Navy title.

Middleweight crown-holder is Herman Ike Patton, Jr., S1, RecSta, Pearl Harbor, who brought a record of 65 wins without a blemish to the tournament. He brought that same record home—with three more victories and a title. The 17-year-old youngster was tabbed by all sportswriters at the tourney as a "comer." Of Patton's 65 wins, 43 were knockouts.

The 11th Naval District bagged another title when young Hank Herring lifted the welterweight crown. Hammering Hank, they call him, and they're not kidding. The young STM1 of USS *Samar* is a genial lad out of the ring, but a methodical, cold killer inside. Remarkably reminiscent of Hammering Hank Armstrong, former welter king, the clean-cut, good-looking youngster hums all the time he's fighting. If anything can throw an opponent off-guard, that can. But Hank needs no such tricks. His fists can hum mighty pretty too.

The South Atlantic States made the

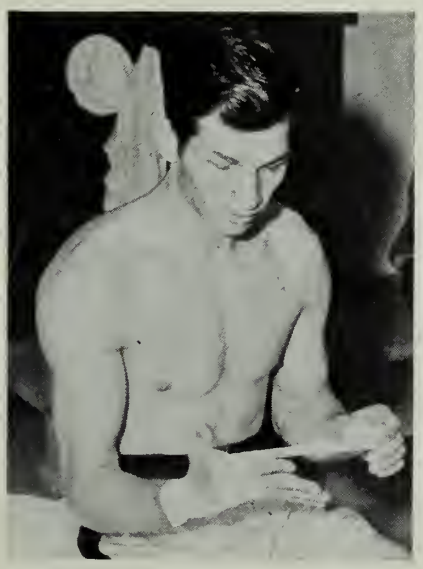
NAVY SHOW IS OUTSTANDING EVENT

By Sol Davidson, S1, USN
ALL HANDS Staff Writer

The dressing room, somehow, lacked the usual arnica-and-liniment smell of a pre-flight room. . . . There was something else lacking too—an atmosphere of tenseness. . . . The first thing we saw as we stepped through the door was Eddie Moran and "Cookie" Cook "bulling" about something in one corner of the room, apart from the rest of the fighters. . . . They helped bandage each other's hands. . . . In a few minutes they would be in the ring pounding the tar out of each other, as if they had never met. . . . We butted in after the usual "Hi's.". . .

"Think these guys in the finals are tougher than the fellows back at your base, Cookie?". . . "They're all tough," laughed Cook with his gleaming white teeth. . . . We laughed, too. . . . He was a tough Cookie himself. . . . "Where'd you learn your boxing?" we persisted. . . . "In the Navy," he answered. "I learned as I made my way through the eliminations. I never fought before that." "Doin' it the tough way, eh?". . . We turned to Moran. "How about you, Ed?". . . "Oh, I learned my fighting before I got into the Navy at a Boys Club in Washington, D. C.". . . In the next half hour, we discovered half the finalists had learned their first lessons in boxing at Boys Clubs. . . .

John Kamber, across the room, yelled to us. . . . "You from ALL HANDS?" "That's right," we answered. . . . "How about giving a plug to my coach, here.". . . He pointed to Benny Bannister. . . . "The chief (CAMM) built the best athletic set-up in the Navy on Guam.". . .



BANDAGING HANDS before a fight is Ray 'Boom-Boom' Nelson, whose nickname aptly describes his style.



WEIGHING-IN for All-Navy tourney, fighter watches scales closely while team second double-checked weight.

We knew Bannister's name. He used to own a bunch of All-Navy titles back in the 20s and 30s. . . . "Sure," we said. "We'll plug the chief.". . .

Ray Nelson walked in, cheerily. . . . "Did you guys catch the gag the announcer pulled the other night?" Someone handed him a slip of paper, so he reads over the loudspeaker system between rounds: "Mrs. Walters: You've got a son at the East gate." I laughed so much I thought I wouldn't be able to fight!" . . .

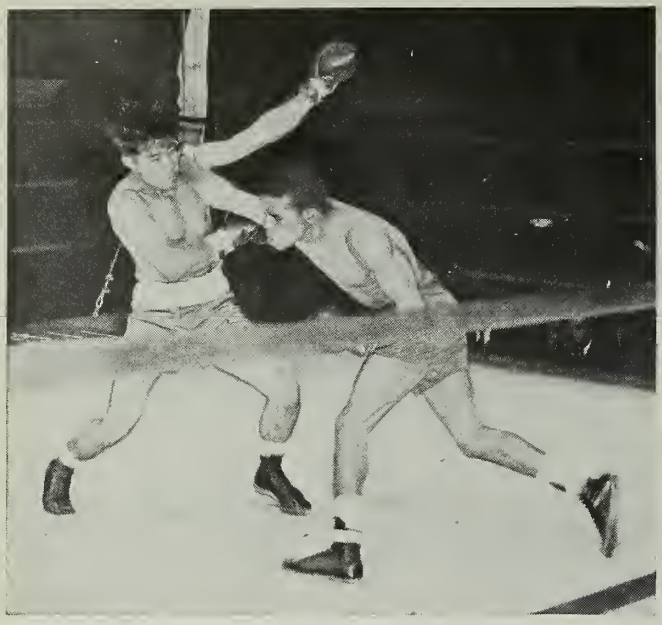
"Where's Jones?" we asked. Jones was merely the No. 1 favorite in the tourney. As if in answer, Maynard Jones walked in. As he changed we talked. . . . "I learned my fighting from my five brothers," he told us. "They used to give me a penny for every time I could jump up and hit them in the face. I used to take a lot of punishment that way!". . .

Also around was CSF Al Gibbs, bantam and flyweight champ of the Navy in '30 and '31. . . . He's 11th District Coach. . . . And Bill Hanrahan, sports editor of the *San Diego Hoist*. . . .

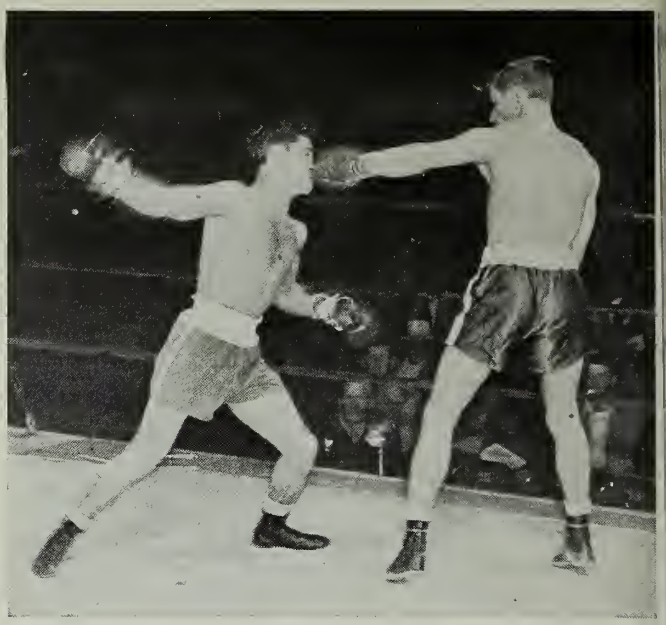
Hank Herring was standing next to us by then. "Where'd you box before?" we asked. . . . "Oh, I toured Army camps before I got in the Navy giving exhibitions with Joe Louis and Henry Armstrong and some others," he said, nonchalantly. . . .

It was nearly time for the bouts to start . . . "Gotto go fellas," we said. . . . Moran and Cook were still talking as we passed them on the way out. . . . "So long, Ed, good luck out there," we called, amiable-like. "And good luck to you, too, Cook," we said. . . .

"We fight each other, how can we both have good luck?" Moran asked pointedly. . . . We couldn't figure out how, so we just left without answering. . . .



BOLO-punching Jose Olivovalentin (right) who packs a wallop in either hand, swings on Vincent Valderas in ring finals.



PARDON my left, says John Kamber (right) to Willard Grant in bantamweght semi-finals. Kamber lost to Bill Bossio in finals.

lightweight championship bracket when a young fighting Irishman, Eddie B. Moran, S1, Naval Training Center, Bainbridge, Md., who just loves to "slug it out," couldn't find anybody who could slug it out with him and captured the crown.

The featherweight championship went to the host 11th Naval District. Don Nelson, COX, Amphibious Base, San Diego, stepped in to fill Hugh Davidson's shoes when the STM1 from the PacResFlt, NavSta, San Diego, caught a severe cold and couldn't make the weight limit. Nelson, who had been beaten by Davidson for the 11th District title, proceeded to take the measure of everyone else around—and wound up on the highly-prized All-Navy throne.



LULLABY punch administered by Don Nelson (left) in feather quarter-finals.

In-fighting, chunky, ring-wise Bill Bossio, S1, Amphib Force, Little Creek, Va., fighting for the Atlantic Fleet team, had a tough road to travel, but he beat each of the favorite's in the bantamweight division in turn and wound up with a well-earned win in the finals over highly-touted John Kamber, PTR3, NOB, Guam.

And the flyweight championship went to little, slightly-built Jose M. Olivovalentin, S1, of NATB, Pensacola, Fla. The bolo-punch throwing kid, slightly wild in his punches, has a terrific kick in either hand. He romped off easily with the title.

Each of the champions and each of the runners-up was awarded a belt, emblematic of their Navy-wide title. After the fights, the boxers and their retinues were taken on a tour of Los Angeles and Hollywood, including dining with the stars and tours of movie studios.

Officials of the bouts included many well-known sports figures. Capt. Jack Kennedy, USN (Ret), famous in and out of the Navy for his work in the realm of the squared circle, was one of the officials.

Then, too, the tourney was a meeting spot for old-time Navy fighters. Men who won what were the 1920 and 1930 equivalents of the All-Navy finals sat in the stands and watched the kids take their place.

And we're sure they thought as we did, and as 55,000 other fans did—the Navy traditions are in mighty capable hands.

Tournament Results

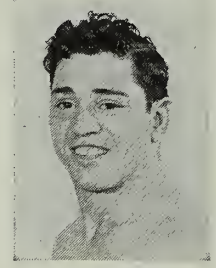
First Round

Flyweight Division:

J. E. Murphy, Pfc., Quantico, Va., representing South Atlantic States (home town, Jackson, Miss.), defeated R. L. Massis, S2, Port Hueneme TADCEN, representing 11th Naval District (home town, New Orleans), decision.

Vincent Valderas, AMM2, Ford Island, Pearl Harbor, representing Hawaiian Area (home town, Fireno, Okla.), defeated Lester C. Kubec, F1, NARTU, Sandpoint NAS, Seattle, representing North Pacific Area (home town, Sault Ste., Mich.), forfeit (Kubec overweight).

Jose M. Olivovalentin, S1, NATB, Pensacola, Fla., representing Mississippi Valley Area (home town, Santurce, Puerto Rico), defeated Richard Licerio, S1, Yokosuka, Japan, representing Far Pacific Area (home town, Santa Ana, Calif.), decision,



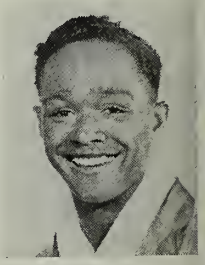
William Bossio
Bantamweight

Myrven Davis, Pvt., Camp Lejeune, N. C., representing Atlantic Fleet (home town, Wellsburg, W. Va.), defeated Charles Abalan, S1, USS *Washington,* representing New York Area (home town, Hartford, Conn.), decision.

Bantamweight Division:

Fred Wright, S2, TADCEN, Port Hueneme, representing 11th Naval District (home town, Washington, D. C.), defeated Anthony Ioffredo, S1, USS *Washington,* representing New York Area (home town, Jersey City, N. J.), decision.

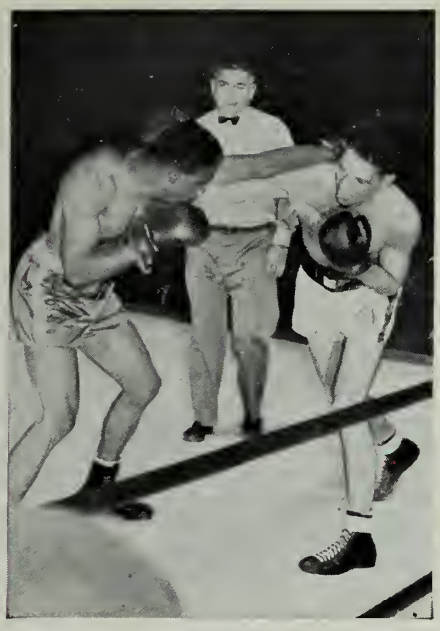
William Bossio, S1, Amphib Force, Little Creek, Va., representing Atlantic Fleet (home town, Pittsburgh, Pa.), defeated Richard E. Roche. AMM2, NAS, Pensacola, Fla., representing Mississippi Valley Area, TKO, 3rd round.



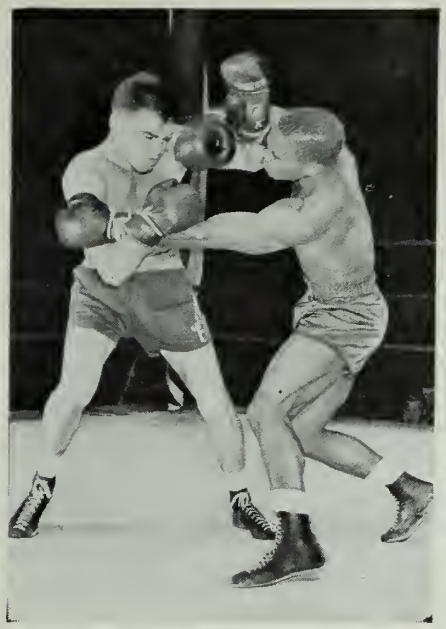
Herman Patton
Middleweight

Willard Grant, AOM3, NAS, Pearl Harbor, representing Hawaiian Area (home town, Hong Kong, China), defeated Edward M. McCabe, MAM3, FTC, Treasure Island, Calif., representing North Pacific Area (home town, Chicago, Ill.), KO, 1st round.

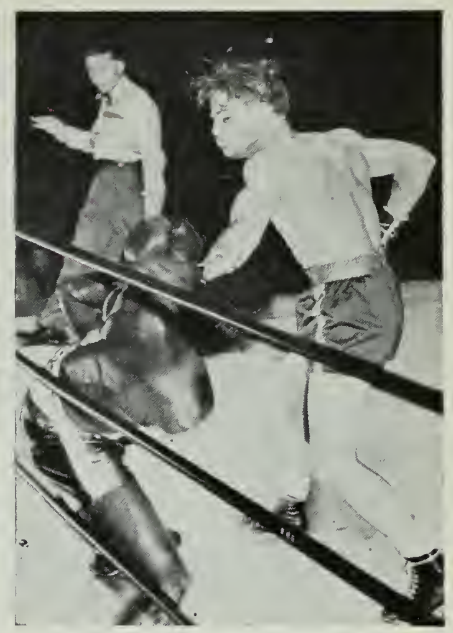
John Kamber, PTR3, NOB, Guam, rep-



GOLDEN Gloves win is repeated by Dan Buccaroni (right) in light-heavy finals.



MIXMASTERS in welter semi-finals were John Fisher (left) and Hank Herring.



LIGHTWEIGHT finals saw Eddie Moran (right) win over William 'Cookie' Cook.

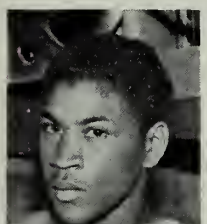
resenting Hawaiian Area (home town, Des Moines, Iowa), defeated L. K. V. Williams, S1, uss *Block Island*, representing South Atlantic States (home town, Youngstown, Ohio), KO, 2nd round.

Featherweight Division:

F. J. Stellate, Pfc, Quantico, Va., representing South Atlantic States (home town, Boston, Mass.), defeated Spiros Lekinidas, COX, 103rd Seabees, Guam, representing Far Pacific Area (home town, New York City), decision.

James R. Ithier, S1, uss *Mississippi*, representing Atlantic Fleet (home town, New York City), defeated Albert Prinn, AOM3, uss *Kaneohe Bay*, representing Hawaiian Area (home town, Chicago, Ill.), decision.

Willie Joe Clemmens, STM1, NAS, Pensacola, Fla., representing Mississippi Valley Area (home town, Dallas, Tex.), defeated Carl Bagesse, S1, Treasure Island, Calif., representing North Pacific Area (home town, Beaumont Tex.), forfeit (Bagesse overweight).



Maynard Jones
Heavyweight

Don Nelson, COX, Amphib Base, San Diego, representing 11th Naval District, defeated Harold Barrett, CY, 16th Flt., Philadelphia Shipyard, representing New York Area (home town, Brooklyn, N. Y.), KO, 3rd round.

Lightweight Division:

Eddie B. Moran, S1, NTC, Bainbridge, Md., representing South Atlantic States (home town, Washington, D. C.), defeated Isabel L. Moreno, S1, Treasure Island, Calif., representing North Pacific Area (home town, San Antonio, Tex.), decision.

Clyde Henderson, S1, Ford Island, Pearl Harbor, representing Hawaiian Area (home town, Youngstown, Ohio), defeated Raymond Garcia, S2, Guantanamo Bay, Cuba, representing Atlantic Fleet (home town, Salinas, Calif.), decision.

Elmer Douglas, F1, uss *Tarawa*, representing 11th Naval District (home town, Los Angeles, Calif.), defeated Jimmie D. Warner, BM2, NAS, Glenview, Ill., representing Mississippi Valley Area (home town, Chicago, Ill.), decision.

William Cook, CK3, NAS, Orote, Guam, representing Far Pacific Area (home town, Indianapolis, Ind.), defeated James Watkins, STM1, Sub Base, New London, Conn., representing New York Area (home town, Birmingham, Ala.), decision.

Welterweight Division:

Hank Herring, STM1, uss *Samar*, representing 11th Naval District (home town, St. Petersburg, Fla.), defeated Albert Anderson, STM2, VPMS No. 6, Saipan, representing Far Pacific Area (home town, Riverside, Calif.), decision.

John Fisher, S2, NATTC, Jacksonville, Fla., representing Mississippi Valley Area (home town, Setoskey, Mich.), defeated John Hernandez, Y2, NOB, Adak, Alaska, representing North Pacific Area, decision.

Benny E. Dolphin, S2, RecSta, Norfolk, Va., representing South Atlantic States (home town, Mt. Vernon, N. Y.), defeated Phillip Cortez, S2, Sub Base, New London, Conn., representing New York Area (home town, Grand Canyon, Ariz.), TKO, 2nd round.

Thomas White, S1, Ford Island, Pearl Harbor, representing Hawaiian Area, defeated Benjamin Brady, S1, uss *Randolph*, representing Atlantic Fleet (home town, Fayetteville, N. C.), decision.

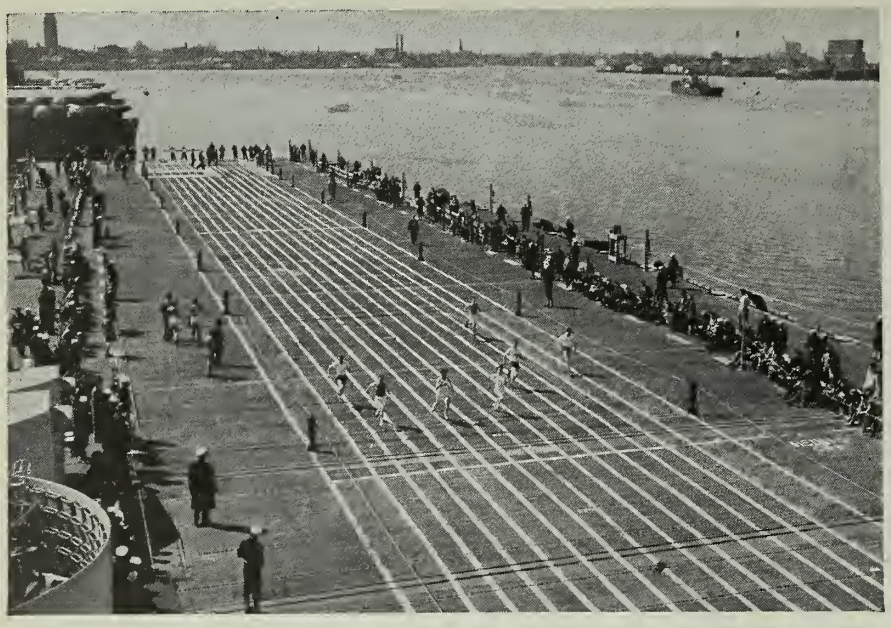
Middleweight Division:

O. M. Perry, STM2, NavSta, Norfolk, Va., representing South Atlantic States (home town, Raleigh, N. C.), defeated Don Frye, Pvt., Disciplinary Barracks, Terminal Island, Calif., representing 11th Naval District (home town, Houston, Tex.), decision.

James Burrell, PHM2, Trinidad, British West Indies, representing Atlantic Fleet (home town, Clearwater, Fla.), drew with Charles Birdwell, S1, uss *Jason*, repre-



BIGGEST, best Navy sports show yet was description given by fans (above and p. 2) to boxing championships at San Diego. Note newsreel cameras in background.



DOWN THE flight deck of USS *Randolph* (CV 15) charge seven Boston school runners in track meet held aboard ship. One runner broke city record for mile run.

Track Meet on Carrier

Something else you can do on a carrier that you can't do on any other ship — besides land an airplane — is hold a track meet. The wooden flight deck makes a fine surface for running, and a three-lap mile course can be laid out, or a 440 with one turn and a 220 straightaway.

Two hundred and fifty Boston athletes — from school-boys to college stars—turned the flight deck of USS *Randolph* (CV 15) into a running track and turned in some very fast performances.

The *Randolph's* crew was stationed around the edges of the flight deck to prevent excited spectators from going overboard, and several crew members were bunched on the outside of the tight turns at each end of the deck, to reduce the mental hazard to the runners who had to charge down to very-nearly the ends of the deck before going into the turns.

Spiked track shoes were banned for the occasion, but the wooden decking gave a very good footing to rubber-soled shoes.

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senting Far Pacific Area (home town, Nashville, Tenn.), technical draw (both fighters butted each other).

Raymond Nelson, PHM2, RecSta, Brooklyn, representing New York Area (home town, Brooklyn), defeated Woodrow Wilson, STM1, NOB, Kodiak, Alaska, representing North Pacific Area (home town, Indianapolis, Ind.), decision.

Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area (home town, Gary, Ind.), defeated Allen A. Wilson, S1, NAS, Pensacola, Fla., representing Mississippi Valley Area (home town, Black Ball, Minn.), decision.

Light-heavyweight Division:

Al Tsakiris, CM3, Beavertail Point, R. I., representing New York Area (home town, Bellwood, Ill.), defeated John W. Wright, CM3, USS PCE 896, representing Far Pacific Area (home town, Stanton, Va.), decision.

Dan Buccaroni, S1, NTC, Great Lakes, Ill., representing Mississippi Valley Area (home town, Philadelphia, Penna.), defeated Doson Oliver, STM2, NAS, Barbers Point, T. H., representing Hawaiian Area (home town, Lincoln, Ga.), decision.

Robert L. Duncan, STM1, NOB, Kodiak, Alaska, representing North Pacific Area, defeated Leo Grice, STM1, PacResFlt, NavSta, San Diego, representing 11th Naval District (home town, Philadelphia, Pa.), TKO, 3rd round.

Edward E. Hardy, AR2, FasRon 5, NAS, Oceana, Va., representing South Atlantic States (home town, Birmingham, Ala.), defeated Percy Magee, S1, Trinidad, British West Indies, representing Atlantic Fleet (home town, Yonkers, N. Y.), decision.

Heavyweight Division:

Joseph Tuvell, S1, NTC, Great Lakes, Ill., representing Mississippi Valley Area (home town, Indianapolis, Ind.), defeated Willis S. Smith, Pfc., Tsing Tao, China, representing Far Pacific Area (home town, Tulsa, Okla.), decision.

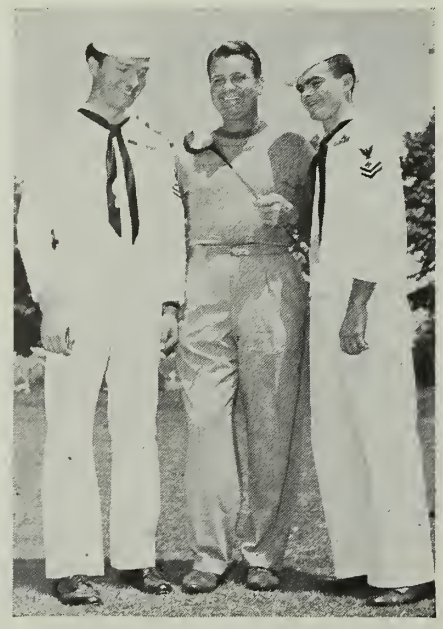
James W. Castano, AMM2, Kaneohe Bay, Hawaiian Islands, representing Hawaiian Area (home town, Tampa, Fla.), defeated James A. Humphrey, COX, APL 49, Sub Group One, Astoria, Ore., representing North Pacific Area (home town, Lake Geneva, Wis.), forfeit (Humphrey fractured his nose in training).

Joseph Mahoney, Pfc., Camp Lejeune, N. C., representing Atlantic Fleet (home town, Boston, Mass.), defeated Charles Norkus, Pfc., NSD, Bayonne, N. J., representing New York Area (home town, Bellerose, L. I.), decision.

Maynard Jones, S1, NAS, San Diego, representing 11th Naval District (home town, Philadelphia), defeated Fred Ucci, Pfc., Quantico, Va., representing South Atlantic States (home town, White Plains, N. Y.), KO, 1st round (one punch).

Team standings at end of first round:

South Atlantic States, Hawaiian Area—6 winners each; 11th Naval District, Mississippi Valley Area—5 winners each; Atlantic Fleet—4 winners; Far Pacific Area, New York Area—2 winners each; North Pacific Area—1 winner.



THE WORD on golf is given by Jimmy Demaret, ex-SPA1, to AMM2 Gavel (left) and PHM2 Clark of air station.

Second Round

Flyweight: Valderas defeated Murphy, decision; Olivovalentin defeated Grant, decision.

Bantamweight: Bossio defeated Wright, TKO, 2nd round; Kamber defeated Clemmens, decision.

Featherweight: Ithier defeated Stellate, decision; Nelson defeated Clemmens, decision.

Lightweight: Moran defeated Henderson, decision; Cook defeated Douglas, decision.

Welterweight: Herring defeated Fisher, decision; White defeated Dolphin, decision.

Middleweight: Parton defeated Perry, decision; Nelson defeated Burrell, KO, 1st round (53 seconds).

Light-heavyweight: Buccaroni defeated Tsakiris, decision; Hardy defeated Duncan, decision.

Heavyweight: Tuvell defeated Castano, decision; Jones defeated Mahoney, TKO, 2nd round.

Team Standings at end of second round:

Hawaiian Area, Mississippi Valley Area, 11th Naval District—3 winners each; Atlantic Fleet, South Atlantic States, Far Pacific Area—2 winners each; New York Area—1 winner; North Pacific none.

Finals—Championship Bouts

Flyweight: Olivovalentin defeated Valderas, unanimous decision.

Bantamweight: Bossio defeated Kamber, split 2-1 decision.

Featherweight: Nelson defeated Ithier, unanimous decision.

Lightweight: Moran defeated Cook, unanimous decision.

Welterweight: Herring beat White, unanimous decision.

Middleweight: Patton defeated Nelson, TKO, 3rd round.

Light-heavyweight: Buccaroni defeated Hardy, unanimous decision.

Heavyweight: Jones defeated Tuvell, TKO, 3rd round.

Final team standings:

11th Naval District—3 winners; Mississippi Valley Area—2 winners; South Atlantic States, Atlantic Fleet, Hawaiian Area—1 winner each; Far Pacific Area, North Pacific Area, New York Area—no winners.

Sports Problems Clarified

Clarification of certain problems that have been brought to the attention of BuPers in sponsoring the All-Navy Sports Program was presented in BuPers Circ. Ltr. 92-47 (NDB, 31 May).

Host commands, selected for conducting eliminations, shall choose an activity—Navy or Marine Corps—to conduct eliminations subject to the acceptance of the responsibility by the activity designated. The primary responsibility of a host command is that of administration.

Grouping of commands ashore and afloat was made on a geographical basis and announced in BuPers Circ. Ltr. 68-47 (NDB, 15 April). Where certain activities could compete more conveniently in other eliminations, they may do so subject to the approval of the host command of the group in which they desire to compete. It is not authorized however, for any activity to compete in more than one elimination group.

Teams whose record in regular season play indicates that they are not serious contenders for All-Navy honors should be eliminated by host commands when determining teams to compete in play-offs.

Activities ashore and afloat with small complements are, in most cases, at a disadvantage in the All-Navy Sports Program. These smaller units may combine and form a representative team. For example, divisions of destroyers or submarines could each form a team representing their divisions.

BuPers does not intend to set forth rules that will prohibit a man from representing his activity because of a short period in a command. The only purpose of such a rule would be to prevent transferring athletes to strengthen certain teams. Members of teams representing naval activities are assumed to be attached to those activities for purposes other than participating in athletics and no restrictions upon length of service within a command in determining eligibility of athletes representing that command will be imposed.

Skyriders Ride High

The baseball season must start early in Panama. At any rate, the NAS, Coco Solo, nine already reports a near-clean sweep of the Pan-Canal Department championship playoff series, and a season record of 17 won, 4 lost. The NAS Skyriders state, and it seems a modest claim, that their record makes them one of the most successful military ball clubs ever to play in the Zone.

Careful coaching built a Skyrider infield of almost minor league class, correspondents report. In a post-season, Service All Stars vs. Brooklyn Dodgers game, a Skyrider hurler went in in the fourth inning with the score 12-0 against him and held the Dodgers to two runs for the remainder of the ball game, which wound up in a 10-inning, 14-14 tie.

INDIVIDUALS TO COMPETE IN SPORTS

WHAT IS ALMOST certainly the greatest test of individual sports prowess ever arranged—at least from the standpoint of numbers of participants, variety of events and area covered—is under way in the Pacific Fleet, with a potential 150,000 or so aspirants scattered from San Diego to Tsingtao and from Adak to Samoa.

It's the individual sports skill competition announced by CincPacFlt in Pacific Fleet Letter 27L-47, listing 82 events in 16 sports in which naval and marine personnel may test their abilities.

The idea, briefly, is that any member of the Pacific Fleet can try his hand at one or a number of the events, have his scores attested by two witnesses, and mail the results in to PacFlt headquarters. CincPacFlt will keep track of all scores turned in, and will announce winners in the various events.

A large number of events will be running at once at any given time, with six or seven of them winding up on the last day of each month, by which date all scores in the particular events must be in. And competition in any given event may not start more than four months before the deadline for that event.

Navy athletes can get out right now and run 120 yards against a watch, skim the 220 low hurdles or the pole vault crossbar, throw a baseball or fungo for distance, fire Course D from the Landing Force Manual with the .45 caliber pistol or throw a softball for distance, get their scores witnessed and send them in before 31 July to enter this month's competitions.

Events on tap before 31 August include the 60 and 100-yard freestyle swims, batting 10 fungos for aggregate distance, baseball pitch for accuracy, driving a golf ball for distance, softball fungos for distance or firing at 100 clay pigeons.

The 82 events cover a wide field in sports, and are so arranged that a variety of sports will wind up each month. Sports included in the list of events are basketball, swimming, bowling, duck pins, golf, gymnastics, track and field, baseball, archery, football, horseshoes, trap and skeet shooting, small arms and softball. Many sports, of course, were not included in the list, primarily because performance cannot be measured without using special equipment or devices.

The program is designed to complement other naval athletic programs, including the All-Navy sports competitions now so well established. CincPacFlt believes the individual sports skill competitions will result in large numbers of participants, eliminating travel and absence from commands, and will have, in fact, more the aspect of a recreational program than of a formal sports series.

Events have been selected and rules written to insure maximum individual participation. Sports selected are those requiring little equipment, or those for which equipment is likely to be at hand. Many of the sports are of the spare-time, "Saturday afternoon" variety, including such as golf, trap shooting and bowling.

It is not necessary for any person desiring to enter an event to wait until a contest or tournament is arranged on his ship or station, although some commands may arrange some such forms of mass participation if they wish. All that an individual needs to do is complete the events within the time limits in the presence of two witnesses, one of whom must be a commissioned officer, fill out an entry blank and mail it in.

The competition is designed to be a continuing program, repeating itself each year. And each year's competitions will see a total of 246 individual trophies awarded first, second and third place winners in each month's events.

Some of the specific rules of interest include the following:

The closing date for each event is shown on the list of 82 events published as enclosure A to the letter. Any record submitted must have been performed within 120 days preceding the closing date of the event.

No entries will be accepted after the closing date.

Any event, once started, must be performed continuously. But contestants may make as many complete trials as they wish.

Events must be conducted according to the rules prescribed in the letter for each event, and must be witnessed and certified by two members of the service, at least one of whom must be a commissioned officer.

The competition is open to all personnel of the Pacific Fleet, which includes all personnel attached to naval activities afloat and ashore under the operational or administrative control of CincPacFlt.

The reporting form, on a 5 x 8 filing card, must be addressed to CincPacFlt, Attn: Welfare and Recreation Officer, c/o FPO, San Francisco.

The card must list the event, event number (taken from the list published in the letter), the record score, place, date of performance, contestant with serial number and rank or rate, contestant's service and home addresses, signatures of witnesses and of the commanding officer. No endorsement or letter of transmittal is required.

Winners of contests, and lists of coming events, will be published from time to time in ALL HANDS.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **DEPENDENTS** of enlisted personnel were advised by BuSandA that United States post offices will not forward allotment and family allowance checks. Dependents should submit changes of address to:

U. S. Navy Field Branch
Bureau of Supplies and Accounts
(Allotment Division)
Navy Department
13th and Euclid Aves.
Cleveland 15, Ohio.

About 75 per cent of non-receipt of checks is due to failure of dependents to notify the Bureau of changes of address.

● **SOUVENIR** hand grenades and like war trophies are injuring too many civilians. And so the Navy, War and Treasury Department, and the National Rifle Association, are cooperating in an emergency program to protect the public against battlefield booty.

The agencies have formed a committee in the hope of reducing further casualties, now running at a rate of several thousand a year, according to some authorities. An additional goal will be to educate souvenir owners in means to keep dangerous trophies out of criminal hands.

The program was initiated by the Treasury Department, legally responsible for the control of private ownership of machine guns and other full-automatic weapons. The National Rifle Association was called in to enlist the support of sportsmen in the program.

Except for the Federal requirement that full-automatic weapons must be registered, the control of souvenirs will be on a purely volunteer basis. Army and Navy have agreed to offer their facilities for reception and examination of land mines, grenades, shells and other explosives which now grace America's mantles. Dangerous trophies will be de-activated, if possible.

The Alcohol Tax Unit of the Bureau of Internal Revenue will assist owners of machine guns and other full-automatic weapons in the registration of the firearms and will also, if the owners desire, seal the operating parts to make the guns permanently safe, without affecting their appearance and interest as souvenirs.

The National Rifle Association is prepared to offer advice on the safe handling of a wide variety of weapons.

SecNav James Forrestal said: "There is a traditional and honorable place in American life for the veteran's souvenir and the sportsman's hunting gun, but there goes with both a responsibility for public safety and common sense. Our program is based on this idea."

● **DIVIDENDS** on National Service Life Insurance are in the offing, but they will not be forthcoming at an early date.

The dividends arise because NSLI is mutual insurance, and gains and savings are repayable to policyholders. No dividend has been paid as yet; the coming dividends will be the first.

Dividends, when declared, will be paid in cash. However, persons with a policy in force, and provided it is not a term policy, may request that dividends be left on deposit to accumulate at interest. Dividends so accumulated may be withdrawn at any time. And any accumulations not previously withdrawn will go to the person entitled to the policy's proceeds when the policy matures.

Before dividends can be paid, it is necessary to determine the amount of surplus available for dividend distribution and to arrive at an equitable dividend scale. When declared, dividends probably will be based on the insured's age, amount and type of insurance, and period during which the policy was in force.

It is also necessary that the VA branch offices be in a sufficiently advanced state of organization to handle the tremendous flood of work incident to dividend distribution. For these reasons, VA says, it is impossible to estimate exactly how long it will take to get dividend checks in the hands of policyholders.

● **NATIONAL** rifle and pistol matches will be fired during 4-16 Aug 1947 at Camp Perry, Ohio. The nation's top civilian and service sharpshooters will compete in the matches, sponsored this year by the National Rifle Association.

Instructions were being issued by CNO to naval commands, relative to competition in the matches by naval personnel. The Navy Department does not plan to enter an all-Navy pistol team.

The national matches will include .22 caliber rifle firings during 4-9 August, and .22, .38 and .45 caliber pistol firings during 11-16 August. There will be no .30 caliber rifle competition. The National Individual Pistol Match and the National Pistol Team Match will be among the contests.

● **REVIEW** of the naval records of any active member or veteran of the naval service (including the Marine Corps) is the function of a new civilian board set up by SecNav—the Board for Correction of Naval Records. AstSecNavAir John Nicholas Brown is chairman. The board has completed organization and now is ready for business.

The board was formed under provisions of Public Law 601, 79th Congress (the Legislative Reorganization Act), to relieve Congress of consideration of many bills for private relief arising from injustice or error in service records.

The board will review any case in which the applicant for review thinks there has been an error or injustice in any of his naval records, except in cases where relief may be afforded by other boards.

Among cases already received for consideration, the following types of cases have been represented: terminal leave adjudications; bad conduct discharges, dishonorable discharges and dismissals resulting from sentence of a general court martial (all other discharges or dismissals are within the province of the Board of Review, Discharges and Dismissals); applications for correction of records to show that checkage of pay was in error or that pay and allowances were erroneously denied; correction of naval records to allow applicants to qualify for pension benefits (one case now before the board dates back to the Spanish-American War); requests for decisions in cases of V-12 students discharged as apprentice seamen instead of in the highest rate they held before entering the V-12 program; removal of unsatisfactory material from record, which would tend to retard promotion.

Persons wishing information and application blanks, or to submit a case for review, may address:

The Secretary of the Navy, Board for Correction of Naval Records, Washington 25, D. C.

Persons on active duty must submit requests by official correspondence, via COs. Naval veterans may submit requests via district commandants or direct.

HOW DID IT START?

Touching the Stars

During troining cruises and Fleet moneuvers, sailors will be moking trips to Europe ond other foreign countries. In all probobility an old sentimental custom will be revived. It is the custom of touching the stors which decorote their dress uniforms.



This custom is supposed to hove been storted by the French ond Scondinovion girls. They would touch these stars with the hope thot it would bring the girls good luck.

However, the underlying thought has undergone o chonge. When an American woman—wife, mother, sweetheort or sister—touches the stors of o mon's uniform she is offering o silent proyer for his safekeeping ond o quick ond hoppy voyage home.

ROUNDUP OF LEGISLATION AFFECTING NAVAL PERSONNEL

Filipinos—Public Law 50 (H.J. Res. 90): Permits transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and reenlisted subsequent to 4 July 1946, but before the expiration of three months following discharge.

Marriage Payments—Public Law 55 (H.R. 1363): Amends Pay Readjustment Act so as to validate payments of allowances based on purported marriages which were made in good faith and later declared invalid.

Chief of Chaplains—Public Law 56 (H.R. 1365): Establishes a Chief of Chaplains with rank of rear admiral while so serving and with pay and allowances provided by law for a rear admiral of the upper half.

Under SecNav—Public Law 57 (H.R. 1369): Makes permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Foreign Medals — Public Law 58 (H.R. 1381): Authorizes members of the armed forces to accept, until one year after the end of the war, decorations tendered them by governments of cobelligerant nations neutral nations or the other American republics. It also authorizes personnel heretofore or pursuant to this act, receiving such decorations, to wear them.

Civil Engineers — Public Law 62 (H.R. 1359): Increases authorized number of CEC officers from 2 to 3 per cent of the total number of line officers of the Navy.

Submarines — Public Law 63 (H.R. 1367): Authorizes the construction of experimental submarines, and for other purposes.

Naval Academy — Public Law 71 (H.J. Res. 116): Corrects errors in Public Law 729 (79th Congress) and restores authority to appoint members of the Naval Reserve to Naval Academy; increases the number of such appointments, together with the number from the regular Navy, from 100 to 160 each, annually.

Medical Services Corps—H.R. 3215: Passed House; to establish a Medical Services Corps in both the Army and the Navy. This is a substitute bill combining the provisions of two Navy bills, H.R. 1361 (establishing commissioned grades in the Hospital Corps of the Navy) and H.R. 1603 (establishing a Medical Associated Sciences Corps in the Navy). (See ALL HANDS, March 1947, p. 20).

Promotion—S. 902, H.R. 2537: Hearings concluded before House ASC subcommittee; revision of laws relating to promotion, involuntary retirement and distribution in rank of all officers n the regular Navy and Marine Corps (see ALL HANDS, April 1947, p. 54).

Warrant Promotion — S. 281, H.R. 1362: Passed House; to permit counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service for promotion to CWO.

Physicians, Surgeons — H.R. 3254 (Navy), H.R. 3174 (Army): Introduced; to provide additional inducements to physicians and surgeons to make a career in the military services.

Aviation Duty — H.R. 3312: Introduced; to repeal that part of Act of 24 June 1926 (44 Stat. 767) relating to percentage in time of peace, of enlisted personnel employed in aviation tactical units of Navy and MarCorps.

P.G. Line School—S. 278, H.R. 1379: Passed House; to establish a postgraduate school of the line of the Navy.

Disability Retirement—S. 1200, H.R. 3251: Favorably reported by House ASC, with amendment; to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

Medical Claims — H.R. 3540: Introduced; to authorize payment of certain justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

Family Allowance—S. 333, H.R. 1604: Hearings held; to extend dependency benefits to dependents of enlisted personnel to 1 July 1949 (bill has been further modified to effect complete agreement with Army).

Death Gratuity—S. 319, H.R. 1380: Favorably reported by House ASC; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Terminal Leave—S. 1284, 1339; H.R. 3501, 3630: Introduced; to amend and rewrite Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave.

Naval Justice — S. 1338, H.R. 3687: Introduced; to amend the Articles for the Government of the Navy to improve the administration of naval justice (see p. 50).

Income Tax—S. J. Res. 123: Introduced; to terminate various war control legislation, including termination of the $1500 income tax exemption for officers of the armed services, effective 1 Jan 1948.

Supply Duty — S. 277, H.R. 1371: Passed House; to authorize SecNav to appoint, for supply duty only, officers of the line of the Mar Corps.

National Defense—S. 758, H.R. 2319: Reported with amendments by Senate ASC; to promote national security by providing for a National Security Organization, under a Secretary of National Security, and with departments of the Army, Navy and Air Force.

Veterans Subsistence—H.R. 3584: Introduced; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944, as amended.

Guam — H.R. 3563: Introduced; to provide a government for Guam and to confer U. S. citizenship upon certain of the inhabitants.

American Samoa—H.R. 3564: Introduced; to provide a government for American Samoa and to confer U. S. citizenship upon certain of the inhabitants.

Navy Department — S. 1252, H.R. 3432: Introduced; to make certain changes in the organization of the Navy Department, and for other purposes.

Flight Pay—H.R. 3449: Introduced; to provide for equalization of flight pay for Navy and MarCorps officers and former officers who did not receive flight pay equal to that paid Army officers engaged in regular and frequent aerial flights.

Full-pay Retirement—H.R. 3364: Introduced; to provide for retirement at full active-duty pay for any individual who has served in the Army or Navy on the active list for a period of 50 years or more.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees).

NAS Ottumwa, Iowa, Moving to Pensacola

The Naval Air Station at Ottumwa, Iowa, is scheduled to be deactivated this summer and the pre-flight school located there will be moved to NAS, Pensacola, Fla.

Affected by the move will be approximately 400 midshipmen who are undergoing pre-flight training at Ottumwa under the NACP program. All personnel, equipment and functions will be transferred to Pensacola and the pre-flight school will be redesignated.

Hobby Shops Handbook Now Being Distributed

A handbook for construction and operation of hobby shops (NavPers 15, 662) has been published and is being distributed. Manuals covering 37 crafts are being printed also, and will be distributed to commands on record as having hobby shops, BuPers Circ. Ltr. 85-47 (NDB, 15 May) stated.

Stocks of surplus equipment and hand tools acquired for distribution will have been exhausted prior to the end of this fiscal year and will not be renewed.

Due to personnel reductions, services available to COs from BuPers will be limited to furnishing published non-technical advice, including information on commercial dealers and—until further notice—financial assistance in accordance with Circ. Ltr. 88-46.

THE NAVY LOOKS AHEAD

WHEN IT COMES to scientific research the Navy is keeping well abreast of, if not ahead of, the best scientific developments of the present time.

At present the Navy is erecting the largest research center of its kind in the world. It is the new Naval Ordnance Laboratory.

Here will be housed over $10,000,000 worth of highly technical equipment which will be operated by more than 1,000 scientists and engineers. Working in partnership with naval experts these scientists and engineers will not only perform research jobs that will benefit humanity, but also develop new weapons and devices that will assist the nation in keeping a firm peace.

Already finished are many of the 50 buildings that will comprise the 938-acre area. Some of these buildings, especially the administrative units, are fitted with moveable steel partitions prefabricated in sections. Should the nature of work warrant larger space a little juggling of the walls would derive the desired space. Completely serviced working spaces as small as 11 x 22 feet or any multiples thereof may be easily provided in this flexible laboratory.

Other buildings—there are seven of them—are completely magnetic free. They have been so constructed that all ferrous or magnetic materials have been eliminated. Because the commonly used red brick contains iron oxide the walls have been built of concrete brick. Other features are pipes made of copper, electrical conduits of fiber. To be sure that nothing has been overlooked the nails in the wooden structures are made of copper.

In machine shops with an area of 64,000 square feet will be produced the finest mechanisms and weapons that the Navy needs in years to come.

But let us examine something else beside the general building construction of the new Naval Ordnance Laboratory. Let's wander around this immensely valuable area, and see what is in store from scientific and engineering angles.

We don't have to go far. One of the most popular of present day scientific developments is a highly developed implement of aerodynamic research, the Nazi supersonic wind tunnel. This famous wind tunnel was captured by the American forces in Kochel, Bavaria, and was brought to this country because it was vastly superior to any other such tunnel in existence. The tunnel is of extreme value in developing projectiles, rockets, bombs, and guided missiles that are intended for use at speeds greater than sound.

The wind tunnel now being erected at NOL's site at White Oak, Md., was originally set up by German physicists and engineers at a government research facility in Peenemunde, Germany, in 1935. The nucleus of the research personnel at Peenemunde was a group of amateurs whose efforts had been devoted to developing a rocket to reach the moon. When the Nazis took over in 1935 they immediately changed the program to the development of military rockets and guided missiles. By 1938 the Nazis had achieved a substantial lead on the rest of the world in supersonic aerodynamics and rocket propulsion.

The bitter fact that Germany was years ahead of us in the field of supersonic aerodynamics became apparent when the destructive and horrible V-2 ran havoc in England during the closing stages of the war. The entire work on the V-2 was completed in the supersonic wind tunnel in 1941, which had been moved from Peenemunde to Kochel in Bavaria by the German army in order to be safe from Allied bombings.

Speeds up to Mach number 4.4 or about 3,600 miles an hour can be obtained in the supersonic wind tunnel. The Mach number 1 is a flexible number which equals the speed of sound at any altitude or under any given conditions. A vacuum is created in a large spherical chamber about 42 feet in diameter. When a tremendous quick-acting valve is opened, the vacuum draws air from which all moisture has been removed through two ingenious throats, between which the projectile, rocket, bomb or missile being tested is located.

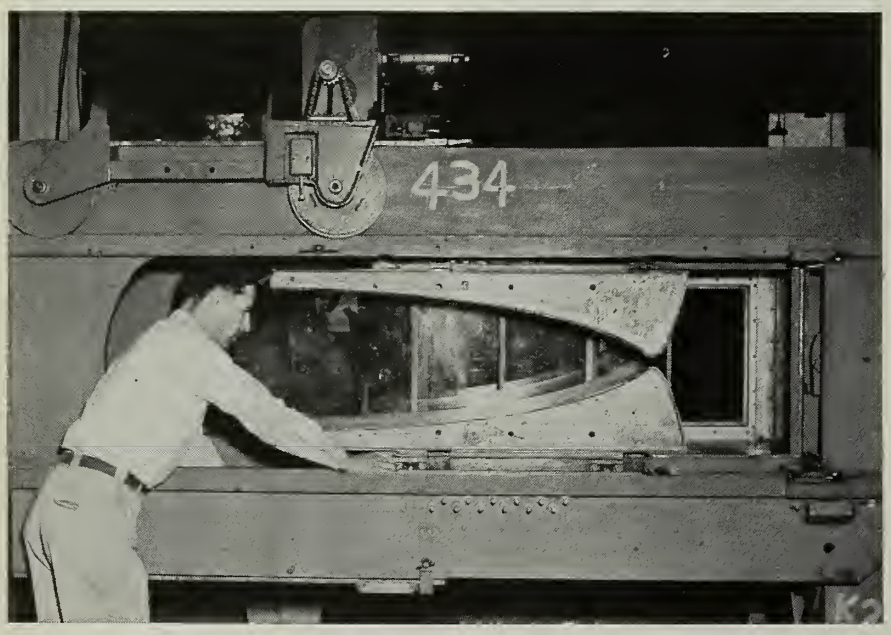
One throat near the outside air inlet acts like a floodgate, restricting the volume of air which can pass through. At that point the speed of the air equals the speed of sound. Beyond that point the speed of air accelerates rapidly and the temperature drops to 300 degrees below zero Fahrenheit. The speed of this very thin air in the working part of the tunnel is controlled by the second throat, which can be enlarged or contracted from the control panel.

This rapid flow of air passing over the supersonic projectiles is observed through optical equipment and photographed. Through this process the supersonic scientists are able to determine the ballistic characteristics of the projectile being tested in the airstream.

The supersonic tunnel is not completed as yet and probably will not be placed in operation for another year. There is a tremendous amount of work involved, such as assembling and reconstructing the 38 railroad cars of tunnel equipment that was brought over from Bavaria. Then there is the job of reconstructing the motors which provide the power for the tunnel. In Germany these motors operated on 6,000 volts at 50 cycles. Once converted these motors will operate on 4,000 volts at 60 cycles.

When fully developed the Navy's supersonic testing installation calls for a gradual increase to seven tunnels and air speed up to 10 times the speed of sound.

The Acoustics Division, which devotes its work to the study of sound, made the headlines recently when it obtained valuable seismic and microbarometric measurements of the "Big Bang" explosion that blew the former Nazi stronghold at Helgoland to kingdom come. From the 10 observation stations established across Europe the



BALLISTIC characteristics of supersonic missiles are tested in wind tunnel at NOL. Optical bench contains mirrors which are used in photographing flow of air.





VIBRATIONS of earth are recorded by seismic instrument (left). NOL scientists describes use of wind tunnel model (right).

Navy acoustic scientists hoped to obtain greater knowledge about the effects of mammoth explosions, and of the nature of the upper air strata where rocket weapons will be fired. These same scientists had the inside track during the Bikini atom explosions also.

In the future, the Acoustics Division plans to build apparatus whereby controlled sound waves can be sent to the upper air strata and more accurate information about temperatures and pressures can be obtained. Presently, the main sources of such scientific data are balloons and V-rockets fired into the stratosphere.

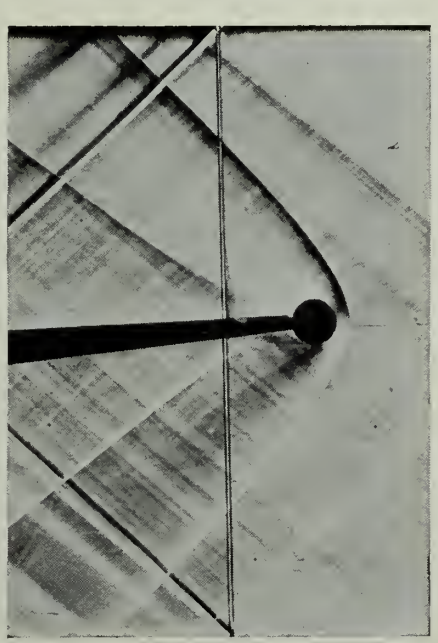
During the war, while studying the characteristics of underwater noises, the acoustic scientists found that the croaker is one of the biggest noise makers in the fish kingdom. One may wonder what a study of fish noises has got to do with the Navy but with the development of the acoustic mine this became an important factor.

It was found that a school of fish in the vicinity of an acoustic mine could generate enough noise to explode the mine. Since the mine was to be set off by the noises created by the passing ships, interference from loud-mouthed fish proved to be a nasty monkey-wrench in the delicate machinery.

By taking sound recordings and motion picture sound tracks of the noises created by all types of ships, large and small, NOL's acoustic scientists came through with the solution. In their instrument-filled laboratory they simulated actual conditions of underwater tests by spinning a record of ships' noises on the turntable and watching its effect upon the mine fuzes. Through this process they were able to overcome their difficulties, and by such continuous studies future acoustic fuzes of the Navy are being developed to a high degree.

Among other facilities of the Acoustics Division will be an anechoic room where sound phenomena will be studied. Harvard University has what is now the largest of such rooms in the world, but once NOL's facilities at White Oak have been erected, the U.S. Navy will be the proud possessor of the world's largest room for the promulgation of sound in air.

The whole room—it's three stories high—will be lined on every wall, roof and floor, with five feet long glass fiber wedges. These wedges will be so installed that whenever a sound is made in the middle of the room no echo will be created. The sound will be completely lost among the thousands of these staggered wedges.



WAVE PATTERN produced by air moving past sphere tested in wind tunnel at supersonic speed is pictured here.

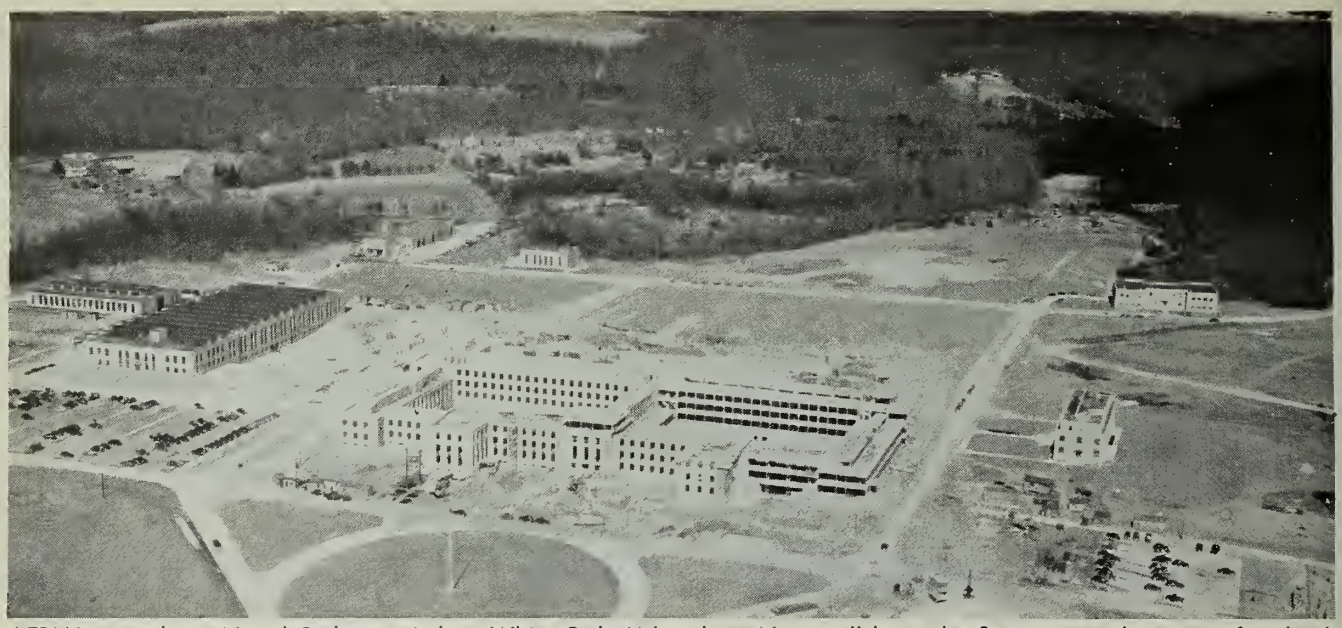
When fully constructed this anechoic room will be 99.9% sound proof.

The control room will be located on the second floor. Access to the anechoic room will be through a vault-like door, and instruments to be tested will be hung from thin steel frames in the free field sound room.

Loud speakers, microphones, sirens and acoustic air fuzes will be studied. Acoustic air fuzes are moderately new, and have not been fully developed. During the late stages of the war, the Germans began an intensive study of acoustic air fuzes. Fighter planes would fly above bomber formations and drop "air mines" that would explode when within close range of the bombers. However, the Germans weren't very successful with the experiment, mainly because they could not build fighter planes that could climb to higher altitudes than our bombers. Not much is known about the sound phenomena in the higher stratosphere, but NOL's acoustic scientists are probing the field with eagerness.

It is anticipated that Navy doctors will find this room an important experimental station in studying the sounds created by humans, and the effect various types of sound have upon the human body. A future project is the study of oral communication to see how much sound can be omitted before a person fails to comprehend the spoken words. This is of tremendous value to aviators and Navy personnel who are using intercommunication systems.

As the result of the importance of piezoelectric crystals for the controlling of frequencies and as highly selective filter elements in radio the Naval Ordnance Laboratory at White Oak is growing its own crystals. These crystals are used in weapons and such intricate devices as the sonar, or underwater sound detection and transmission, systems. Crystals are also



AERIAL view shows Naval Ordnance Lab at White Oak, Md., where Navy will have the finest research center of its kind.

used in radio-phonograph sets to transform the vibrations of the phonograph needle into electrical sound waves. Because there are few crystals which are known to possess the piezo-electric property the Navy hopes to discover new methods to produce and apply them to weapons and devices.

Under construction at the General Electric Co. is a 20,000,000-volt betatron which will be installed at what will become one of the most complete X-ray experimental stations in the world—the Radiographic Laboratory of the Naval Ordnance Lab. To be included in this great collection of electronic equipment will be a 2,000,000-volt betatron, fluoroscopic apparatus, and various types of X-ray machines that will range from 50 to 400 kv. Nothing is to be left out.

A betatron is an electrical instrument which produces strong penetrating radiation by causing highly accelerated electrons or beta rays to strike upon the target of an X-ray tube. In the 20,000,000-volt betatron these electrons will, at high speeds, strike the target, producing an effect that will make the X-rays penetrate steel plates of at least 20 inches in thickness, exposing radiographic film in less than one minute.

The uses for X-ray machines are varied. However, their main use in naval ordnance is to examine the effectiveness of explosions, testing metal for flaws, and taking safety pictures of projectiles and other missiles. In studying the interior of foreign ordnance the X-ray machines have proved to be invaluable.

A unit with a fancy name and a job of tremendous importance is the Ammunition and Explosive Sub Division of the Technical Evaluation Department of the Naval Ordnance Laboratory.

The primary job of the men who work in this department is to test, evaluate and recommend the many types of ordnance in the Navy.

When testing live, loaded fuzes they use a 75-foot drop-tower of steel construction which is capable of handling bombs and projectiles weighing up to 1,000 pounds. The live fuzes are mounted in inert projectiles and bombs, then dropped 40 feet on either armor plate or sand in order to get an indication of the safety of the fuzes for future handling.

The pieces of ordnance being tested can be dropped at any height to land on the nose, side, or tail. From these daily drop tests an idea of how to handle and cope with pieces of ordnance that are actually dropped during handling aboard ships can be derived.

If at any time the fuzes are damaged in the drop test, a portable X-ray unit is used to check the position of the fuze so as to determine if it is safe or unsafe before extracting. The findings and recommendations of these tests are invaluable to the men in the fleet who daily come in contact with ammunition.



LIVE fuzes mounted in bombs receive drop-tests daily from 75-foot drop-tower situated at Naval Ordnance Lab.

Relative to the drop test, this same department conducts other equally important ordnance safety tests. A vibration machine is at hand which simulates transportation vibration of ordnance material equal to railroads, trucks, airplanes, loading and unloading aboard ships. Placed in this machine the pieces of ordnance tested get the daylight shaken out of them. It is a must for all safety tests being conducted.

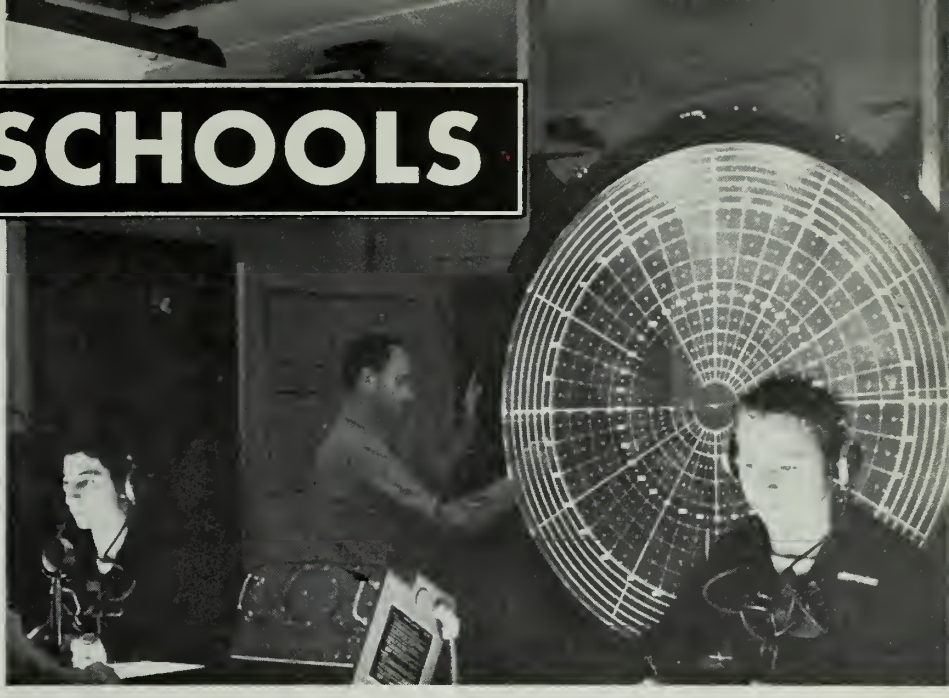
What happens to live-loaded rounds of ammunition when continuously drenched with salt spray is also on the agenda of NOL's ordnance men. Ammunition to be tested this way is placed in a salt water spray cabinet, and receives a three-to-four-week drench treatment.

In surveillance buildings there are contained cabinets and cubicles that look like huge iceboxes. They are temperature boxes in which the temperature can be raised from normal to 200 degrees Fahrenheit, or changed from minus 60 to plus 200.

Surveillance tests are conducted on pieces of ordnance in these cubicles. In a 12-week cycle a period of at least four or five years of simulated storage can be conducted. Samples of pyrotechnics, bomb fuzes, demolition pins, delayed fuses, primers, projectile fuses, etc., are the primary objects being tested.

What has been described here is only a small part of the scientific development now being conducted at the new site of the Naval Ordnance Laboratory. Volumes could be written about the nationally important work that has been conducted and is being done. But it would take too long —NOL's work is never done.

SCOPE SCHOOLS



STUDY in black and white are enlisted men receiving training in radar operation and maintenance. Men get instruction on equipment like gear on their own ships.

A COURSE in radar operation and operational maintenance has been opened at naval schools for radarmen in Boston, Mass., and Norfolk, Va. The schools are expected to relieve the shortage of radarmen and to alleviate the shortage of ETMs by training operators in both manipulation and elementary maintenance problems common to the type of radar equipment installed in their own ships.

The acute shortage of electronics personnel, caused by demobilization, will continue for some time, due to the limited number of qualified candidates and to the length of courses.

The administration of CincLant Radar Operation and Operational Maintenance Schools at Boston and Norfolk has been transferred from the Fleet to BuPers. Similar training for men in the Pacific Fleet has been opened under CO, Naval School, Electronics Materiel, Treasure Island, Calif.

All rated personnel are eligible for these courses, including CPOs, under quotas assigned the Fleets, with the exception of personnel in aviation ratings, special artificer ratings, yeomen, storekeepers, printers and all specialist ratings.

Qualifications for personnel selected under fleet quotas are:

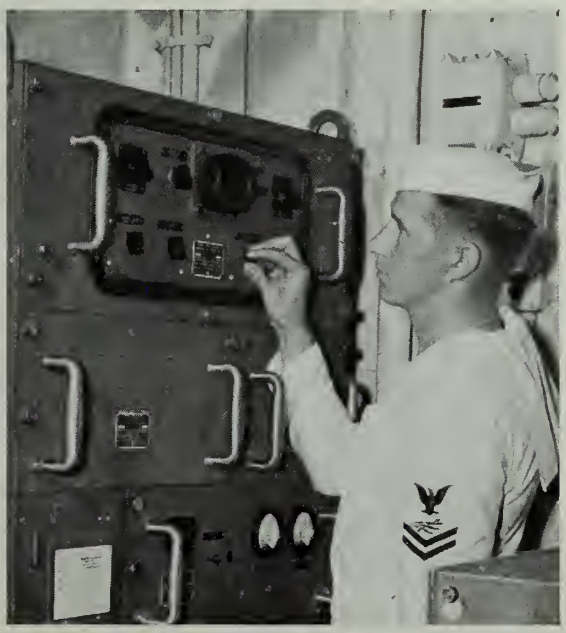
- Minimum GCT plus ARI score of 100.
- One year's obligated service upon completion of the course, exclusive of terminal leave, or agree to extend or reenlist.

Instruction will include eight weeks' basic electronic theory and practical elementary maintenance and 12 weeks' actual operation and maintenance training on specific types of radar equipment. The type of equipment will be determined by the type of ship from which the applicant comes and the equipment he will be expected to operate on his ship.

Upon completion of the 20-week course, fire controlmen and strikers will return to their respective ships. Others will receive four weeks' instruction in CIC operation and techniques, after which they will return to their ships. Applicants with previous training or experience who demonstrate acceptable proficiency in these phases of training may be progressed more rapidly and returned to their duty stations ahead of normal schedule. Applicants under fleet quotas who are dropped from training for failure to make satisfactory progress or for disciplinary reasons will be returned immediately to their ships.

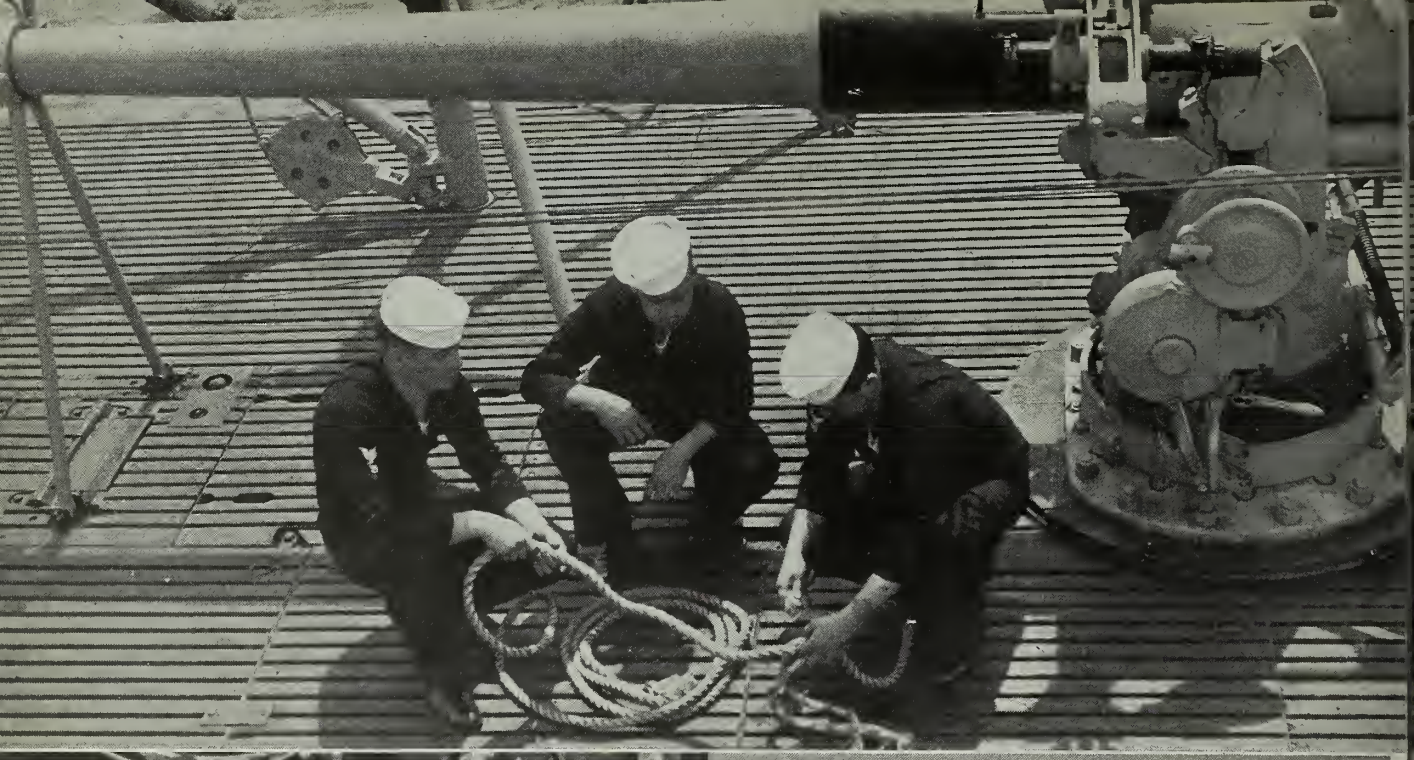
The Atlantic Fleet has been assigned quotas of 50 men every four weeks to each of the radarmen schools on the East Coast. The Pacific Fleet will provide 50 men every four weeks to the school at Treasure Island. These quotas will be augmented by the assignment of personnel from the Electronics Materiel Schools who have demonstrated aptitudes for operational rather than technical maintenance duties.

Commands may request training for their personnel, under the quotas, by request to ComServLant and ComServPac. Individuals should apply to their COs for assignment to the schools.

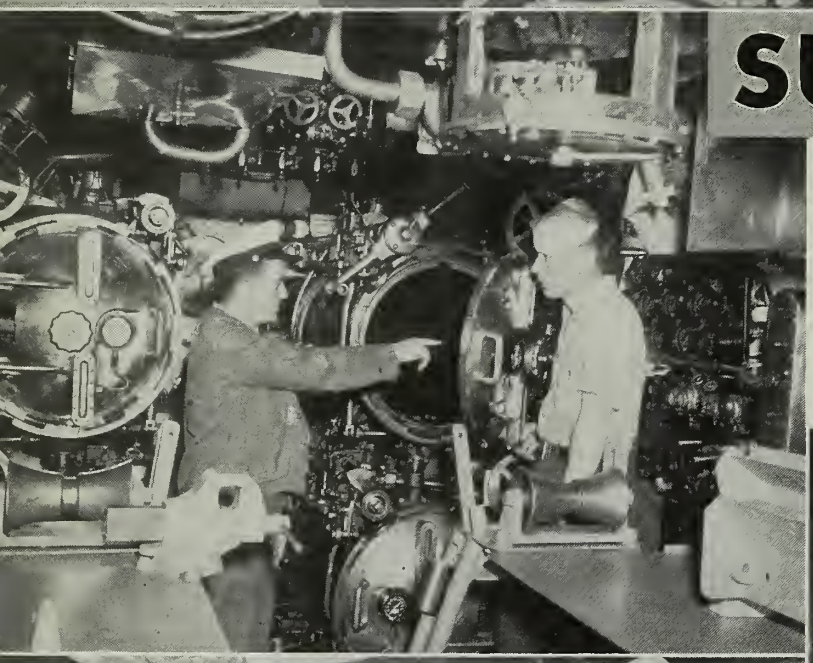




TRANSMITTER on board a cruiser is operated by radarman (left). Scope of ship's radar is eyed by operator at right.



SUB SAVVY



SAILOR reports for duty aboard USS *Drum*, assigned for use by Organized Reserves, and is shown workings of ship. Top: Boatswain's mate splices a line. Center: Chief explains one of the torpedo tubes in forward torpedo room. Lower left: Machinist's mate shows how the bowplane control operates. Below: Metalsmith demonstrates the use of propulsion controls in the maneuvering room.





SALUTE TO PROGRESS



SALUTING PROGRESS of Naval Reserve, Vice Admiral G. D. Murray, Com 9, reviews parade at NTC, Great Lakes.

THE NEW civilian Naval Reserve was one year old on the first of July, and could look back on a single year's growth to an organization of more than 730,000 persons which already has proved its ability to back up the U.S. Fleet.

The future will continue to challenge the ingenuity and resourcefulness of the leaders and members of the Reserve, but a solid foundation has been laid. And a glance at the Reserve's membership and their accomplishments in one year makes the future look bright. The nearly three-quarters of a million Americans who make up the new Naval Reserve already are a potent factor in the fight for international peace.

When the postwar Reserve was activated, membership was limited to veterans of World War II. The response to the Navy's invitation to enroll in the Reserve became more and more enthusiastic as Navy veterans and veterans of other branches of the service learned about the Reserve program. The pace of enlistments was stepped up again when it was announced that non-veterans could also join. Seventeen and 18-year-olds were particularly anxious to take their places along with the war veterans in the vital project of keeping the United States strong on the sea.

With traditional Yankee shrewdness, young Americans were quick to see the opportunities for bettering themselves in the Reserve. The program offers valuable training with the latest Navy equipment ashore and at sea. Many of the Reserve-learned skills have helped Reservists to get ahead in the civilian occupations. Members of the Organized Reserve earn while they learn. In addition to training and pay, the program provides opportunities for fellowship with men who talk the same language. Extensive recreation activities have developed in connection with many Naval Reserve units.

But the story of a year's growth of the Naval Reserve is not just a history of personnel. It was necessary to acquire buildings and facilities all over the country to house the activities of the Reserve. Much has been accomplished in this field. Use of 82 existing buildings as Reserve armories has already been approved and contracts have been let for 43 hut-type armories. In all, a total of 296 armories are planned for 286 locations.

Approximately 179 ships have been assigned to the Reserve, with more than 96 ships of the total on station in the cities to which they have been assigned.

Naval Air Reserve training units have been set up in 22 different localities. Through a system of "satellite" training units, the number of officers and men who can participate in naval air training will be increased soon. The satellite units will be established in population centers within 100 or 200 miles of "parent" bases. Planes and instructors will be flown frequently to the outlying areas from the parent bases so that Air Reservists can take part in the program in their own home towns. The plan is scheduled for an initial test at Charleston, S.C., and Phoenix, Ariz., with NAS Atlanta and NAS Los Alamitos, respectively, acting as the parent bases.

Just as the gears are in motion to supply the demand for training in the Air Reserve wherever that demand occurs and wherever it can be ac-

Accomplishments

As the new civilian Naval Reserve observed its first birthday on 1 July, these were among the accomplishments the organization could look back upon:

Latest available figures showed the on-board strength of the Organized Reserve to be 116,000 officers and men in aviation, surface, submarine and special units.

Latest figures showed 613,000 officers and men in Reserve components other than the Organized Reserve.

There were about 750 divisions activated as of 1 June, of a total of 764 authorized.

There were armories of a permanent or temporary nature in about 200 locations of about 300 planned. The armory situation is changing rapidly, making it impossible to give precise figures at this time.

Ships assigned to Reserve units numbered 179 by latest counts, of which 105 ships were actually on station.



TRAINING includes diesel engine instruction at Reserve Armory, Treasure Island, Calif. Good start has been made in establishing and equipping Reserve Armories.

commodated within limitations of over-all requirements and the budget, so it is for the other components of the Reserve. But the Reservist wants to work for something, wants to get ahead. This laudable desire has been handled by setting up plans for promotions of Reservists.

Advancement in rating requirements for enlisted personnel in the Reserve include a minimum period of service in present pay grade, periods of active or training duty in present pay grade, attendance at drills, satisfactory demonstration of knowledge of subjects required of all naval personnel and successful completion of training courses and professional examinations. The requirements vary depending upon the reserve classification of individuals. Many Reservists are already hard at work striking for higher ratings.

The promotion plan for Reserve officers likewise has been announced; however, Reserve officer promotions are linked to the regular Navy officer promotions. Generally, promotions in the regular Navy have been suspended for the time being while a study of the officer structure of the post-war Fleet is undertaken. The Reserve promotion plan contains the following general provisions:

- Reserve officer promotion will be linked with the promotion of regular Navy officers through the device of "running mates."
- Prerequisite for promotion will be a minimum period of active or training duty in grade.
- Qualification for promotion will be established by successfully passing or completing professional examinations or correspondence courses.

These examinations and courses are now being written. The project has been established at the Naval Gun Factory in Washington, D.C. and probably will not be completed until 1 July 1949 although a number of courses will be available in about 10 or 12 months.

So that Reservists may fulfill the requirements for advancement in rating a comprehensive training program has been set up. Under this program Reservists are being ordered to various Navy shore stations and activities for two weeks annual training. Many Reservists have also been ordered to the various Navy training schools. Quotas of Reserve trainees have been assigned to the majority of Navy training schools and Reservists may request annual training in their specialties.

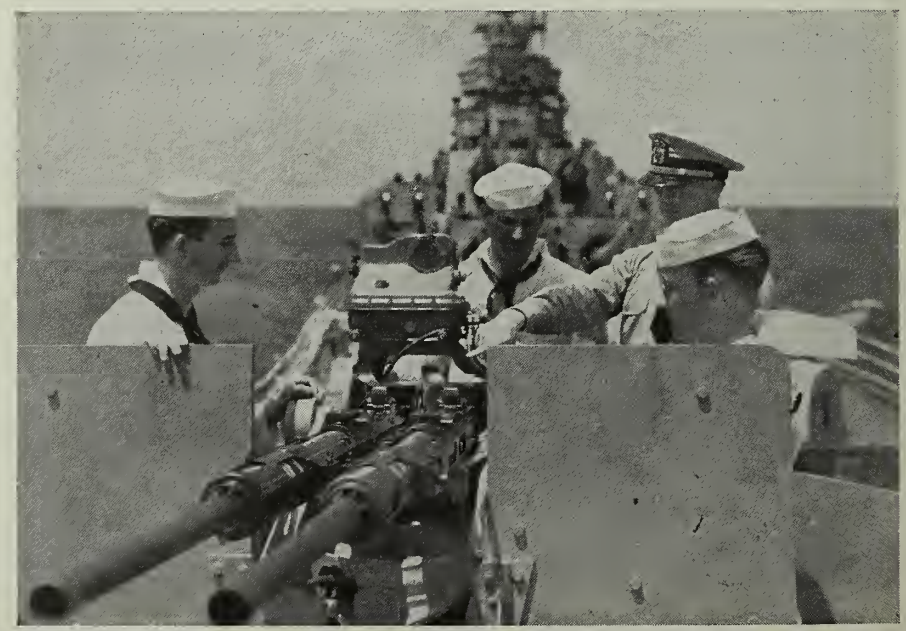
Reserve cruises have proved popular for satisfying training requirements for promotion. First two-week cruise under the program was that of the USS *Oregon City* (CA 122) which sailed from Philadelphia, making liberty stops at New York City and the British resort island of Bermuda. Liberty in foreign ports has been worked into the cruise schedules whenever possible. During some of their training cruises, Reservists from the West Coast visited Mexico or Canada, while 8th ND Reservists sometimes made liberties in Puerto Rico. Cruises leaving New York and Norfolk often put in at the Panama Canal Zone to allow Reservists a break in the training program.

In addition to the 14-day cruises, Reservists participated in the Atlantic and Pacific Fleet maneuvers, filling billets side by side with regular Navy officers and men. Approximately 100 Reserve officers and 700 Reserve enlisted men joined the training cruise of Academy midshipmen to the British Isles and Scandinavia.

Reserve training ashore and at sea was more or less experimental during the first year of the organization's activation. As the Reserve goes into the second year, the training program has been revamped in the light of experience of the first year. Cruises have been scheduled through November.

Regular Navy personnel on ships and stations are more familiar with the objectives of the Reserve and are much more able to assist and guide in the training. Many Regulars, too, have found that Reserve trainees can contribute much to the activity at which they receive training. Aboard training ships, for example, Reserve technicians have often been successful in placing into operation equipment that was out of order but had not been repaired because of the lack of regular Navy specialist personnel.

The plan under which the Naval Reserve has gone forward during the past year is prescribed by the Naval



ON CRUISES Reservists get instruction in the basic skills of being Navy sailors. Above, they learn to operate 20 mm. antiaircraft gun on forecastle of USS *Albany*.

Reserve Act of 1938 which divides the Naval Reserve into four basic components: Volunteer, Organized, Merchant Marine and Fleet Reserves.

- The Volunteer Reserve is composed of men and officers of the Reserve who are not members of other components. They are qualified or partially qualified for mobilization billets, but are not obligated to attend drills or to perform training duty.
- The Organized Reserve is composed of those Reservists who obligate themselves to attend weekly drills at the Reserve armory and take part in annual training. They are paid one day's base pay for each drill completed.
- The Merchant Marine Reserve is composed of those men who follow the sea as a profession or are employed in connection with the seafaring profession.
- The Fleet Reserve is composed of men and officers with prior service in the regular Navy who have enlisted or have been appointed as members of the Fleet Reserve. They are in a non-organized, no-drilling retainer status.

To assure that the Navy can be quickly and efficiently expanded in event of international trouble, many programs have evolved under the basic Reserve components. Much has been heard about the Air, Surface and Submarine Reserve programs; however, the programs in the Reserve are now almost as numerous as legs on a centipede and some have a significance for the security of the nation far exceeding the numbers of personnel participating.

The Electronic Warfare Reserve, an extensive program, has been set up with the mission of training specialists that will be necessary if the Navy is to fight effectively in the atomic age. Electronic Warfare in the Reserve includes CIC, ASW, Communications, and electronics (technical), and electronics as related to such subjects as guided missiles, infra-red and nuclear physics.

Among the other programs in the Reserve are Civil Engineer Corps, Medical Corps, Supply Corps, Naval Intelligence, Communications Supplementary Activity, Chaplain Corps, Ordnance, Naval Transportation Service and Aerology.

One of the most interesting of the new Reserve programs is photography. Personnel participating in the program will be members of the Organized Air and Surface Reserve components. Billets in the Organized Air Reserve total 175 for officers and 381 for photographer's mates. In the Organized Surface Reserve 669 billets are being established for photographer's mates. Photographic laboratories have been authorized for the 21 Naval Air Reserve stations.

As the Naval Reserve approached its first birthday, the list of programs and opportunities for civilian sailors continued to grow. The Reserve's first year of progress was saluted by all who are aware of its objectives.



WEEKEND CRUISES are part of Reserve program. Above, they board one of own ships, USS *Colahan*. Below, pay line of Division 8-55, Kingsport, Tenn.



BIG SPURT in recruiting occurred when Reserve enlistments were opened to 17-year-olds. Below, students invade the Navy Recruiting Station in San Francisco.



BOOKS:

BASEBALL, ADVENTURE TRAVEL HAND IN HAND

"Play ball!"

The pitcher on the mound winds up. He throws and a fast curve-ball whizzes over the plate.

"Strike one!" yells the umpire. You and fifty million other Americans settle down to enjoy a blistering hot afternoon of first-class baseball, hot dogs and cokes.

So you're out at sea and can't watch your favorite pastime. Well, don't fret, because the solution to your problem is on its way. The baseball and umpire-baiting fans in BuPers have scored a couple of home runs in the form of top notch books about baseball. If your mail clerk doesn't linger too long these books should be in your ship and station library soon.

● ***Strikeout Story*** by Bob Feller; A. S. Barnes.

Rapid Robert, the number one pitcher in the American League, has chalked up another victory. This time the versatile Bob Feller has come through with one of the most interesting and exciting success stories of the sporting world. In his own words, Feller relates how, as a young farm boy, he dreamed of becoming a big-league ball player and how he achieved his goal, by hard training.

Giving his father the credit for starting him on the road to baseball fame, Feller goes on to relate how he struck out 18 players to set a new major league record for strike-outs in one game; how he pitched a no-hit game on opening day and, of course, how he struck out 348 men to break Rube Waddell's 42-year-old record.

Strikeout Story is full of anecdotes about the exciting career of the Iowa farm boy who rose from the sandlots to become the most valuable pitcher of the Cleveland Indians, and perhaps the greatest pitcher of a decade.



STRIKE-OUT CHAMP Bob Feller, turned author, did hitch with Navy during war in Pacific and Japanese waters.

During the war Feller served with the Navy and saw action in the Pacific with Task Force 58. Of this experience he says that their first major Jap air attack was the most exciting 13 hours of his life and after such an experience the dangers of the Yankee Stadium seem trivial.

● ***The Boston Red Sox*** by Frederick G. Lieb; Putnam.

This is the third book the author has written about famous baseball clubs. The first two are *The St. Louis Cardinals* and *The Detroit Tigers,* both of which have already been distributed to ship and station libraries by BuPers.

Back Bay baseball fans will find this book full of interesting history and entertaining anecdotes about their American League club, the Red Sox. Not many baseball clubs have had such a colorful history of triumphs and downfalls as have the Boston Red Sox. After winning the flag and the World Championship in 1918, the Red Sox hit the down-hill trail, and scrubbed the bottom of the league in nine years out of eleven.

During early great years of the Red Sox, such diamond stars as Babe Ruth, Tris Speaker, Joe Wood, Duffy Lewis, Harry Hooper and Everett Scott made their big league debut with the team. Later years found such well known names as Jimmy Collins, Buck Freeman, Lou Criger, and Larry Gardner on the Red Sox's roster.

Hope, money and new life came to the Red Sox in 1933 when Tom Yawkey purchased the faltering baseball club. Yawkey spent several million dollars in building the Red Sox up to a first division team by buying such stars as Joe Cronin, Lefty Grove, Jimmy Foxx and Wes Ferrell. Although he came close, Yawkey didn't succeed in winning the pennant until 1946, when the Red Sox's farm system had developed such first-rate ball players as Ted Williams, Tex Hughson, Bobbie Doerr, Dave Ferris, Johnny Pesky, and Dom DiMaggio.

● ***Best Sport Stories (1947 edition),*** edited by Marsh & Ehre; Dutton.

Herein is presented a selection of the major sports events of the past year as covered by our leading sports writers. Prizes were offered in three catagories; news-coverage stories, news-feature stories and magazine stories. The judges — Franklin P. Adams, John Chamberlain and Quentin Reynolds—confessed it was difficult to make a choice, for 1946 seemed to have been a banner year for sport stories.

There are a great many more stories included of present baseball heroes. In football there are stories of such upsets as Princeton's victory over Pennsylvania, and Navy's near win over Army. Other sports such as racing, boxing, tennis and the like come in for their share of colorful events and personalities in this year's anthology.

Besides 16 of the year's best sports pictures there is a review of the sports year, and a record of 1946 champions in all types of sports.

● ***Without Seeing the Dawn,*** by Stevan Javellana; Little, Brown & Co.

This is a well-written novel of Philippine life in a farming country and the tragedies brought upon its inhabitants by violence and occupation.

The story opens upon pleasant everyday surroundings. Handsome young Carding is about to win the hand of Lucing and friends and family feel it will be a most suitable match. We learn a great deal about the customs, habits and feelings of the village folk. Life was not easy even before the Japanese invasion. Carding worked hard to establish a home for his wife and young family, but man and the elements both conspired against him.

With the Japanese, however, comes real disaster to the village and nobody is safe. Having served in the Army, Carding hesitates to join the guerrilla forces for he feels the situation of the Philippine people is hopeless without help from the outside. His indecision is overcome when he learns of Lucing's experience at the hands of the Japanese, and the death of his son. As a guerrilla fighter he is a man to be feared. His hatred of collaboration is greater even than the bond of family, and Uncle Jaime who had returned to the village from America as a Japanese agent is not spared by Carding. The story ends dramatically with Carding's last visit to his wife and home before his small ragged battalion goes out to attack the town garrison.

Doubtless much of this novel is based on the author's own experiences for Stevan Javellana fled from Manila after the Japanese occupation to his native island of Panay where he joined the Army.

Book Depicts Life Of Wartime Waves

Two ex-Waves have compiled an informal pictorial history about the glamorous and not-so glamorous life of the wartime "sailor-girls."

Soon to be published by the Robert W. Kelly Publishing Corp., is *While So Serving,* by Eleanor Hart and Harriet Welling, a vivid and warm description about members of the Waves.

The human drama, pathos and humor of the Waves are expertly described in witty verse and sparkling prose. The 88-page book is generously filled with entertaining pictures.



LIFESAVING is peacetime role of this vessel on weather watch in the Atlantic, ready to assist ships in distress.

HIGH SPEED LIFE SAVING

SAVING LIVES in a hurry — that's the job assigned the Search and Rescue agency, peacetime continuation of the Air-Sea Rescue agency that kept so many of our pilots flying during the war.

Search and Rescue, with the Coast Guard acting as its coordinating and directing force, is prepared to rush to the rescue of airplanes or ships in trouble anywhere in the world within a very short time of the receipt of a trouble call.

Planes and ships of the Navy, the Army and the Coast Guard are stationed at strategic bases along all our coasts and at outlying possessions ready to take to the air or water within minutes after receiving a distress signal. The bases are so located that no scene of tragedy is more than six or seven hours by plane from a rescue base.

In most cases rescue is only a few minutes from the distressed mariner or airman since the rescue bases are located to serve the areas where there is a large amount of overwater flying, as at a naval air training station, but the same rescue bases are called upon to serve all the transoceanic flights made by commercial airlines as well as the military.

In this long range concept the work of Search and Rescue is truly international, with rescue facilities similar to ours already established in many countries around the world. More and more facilities are being set up as international air travel increases and the need for high speed rescue work becomes more evident.

Around the North Atlantic ocean, for example, probably the most traveled overwater air routes in the world today, Search and Rescue bases equipped for long range overwater work are located or projected in the United States, Canada, Newfoundland, Greenland, Iceland, Norway, Great Britain, Bermuda, the Azores and Spain.

Further safety is provided by the establishment, since the war, of a network of "Ocean Station Vessels" spotted over the seas in locations designed to give the maximum of assistance to planes flying all the major overwater routes.

Thirteen of these vessels, under an agreement reached by the major nations interested in transatlantic aviation, eventually will be stationed all over the North Atlantic. Their primary purpose will be to send weather reports to all the interested countries and to provide radio navigational aids to transient aircraft, but they also will be available as havens in the event of trouble in the air or on the sea.

By the terms of the agreement, seven of these vessels will be supplied by the United States, one by the U.S. and Canada jointly, two by the United Kingdom, one by France, one by Belgium and the Netherlands, and one by the United Kingdom, Sweden and Norway jointly.

The U.S. Coast Guard will act as the coordinating agency for all search and rescue in the Atlantic, and prob-



NEWEST METHOD of air-sea rescue is demonstrated by helicopter which has plucked man from sea. The simulated rescue also tested new U-type harness.



DISTRESS SIGNAL is answered by long- for another plane in trouble. New radar

ably will provide and man the ships furnished by the U.S. for the ocean station network.

In operation, Search and Rescue works like this: A radio distress call from any plane puts into action a great chain of radio direction finding stations on both sides of the Atlantic, all of which are continually "guarding" the distress frequencies. All of them able to receive the signal take a bearing on its point of origin.

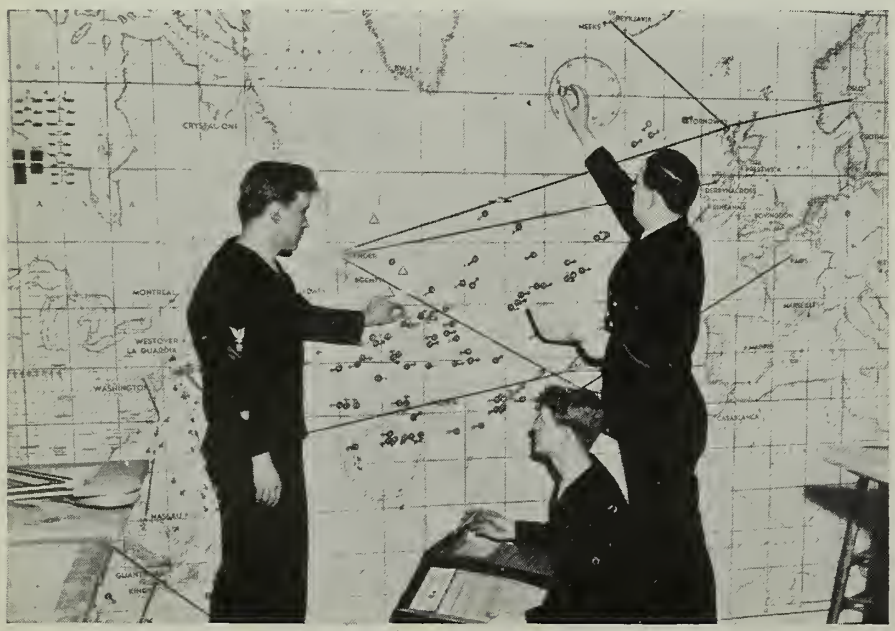
All these bearings are immediately sent—by radio, telephone or telegraph—to the rescue coordinating center, where they are plotted on a large chart of the area which also shows not only all the permanent rescue facilities but also the position of all transient merchant vessels and planes.

The intersecting lines of bearing having given the position of the plane in trouble, the center can see at a glance which rescue facilities are closest to the scene and which merchant vessels might be in position to help.

Immediate messages flash to the permanent rescue facilities and their long range search planes and rescue boats are manned. Merchant vessels near the distressed plane are alerted.

If the plane indicates that it is forced to ditch, the planes and boats from the rescue facilities get under way immediately, and nearby merchant vessels are directed to proceed to the scene of the accident.

All this activity takes place within a few minutes of the receipt of the message, and rescue parties are frequently heading for the scene of a ditching before the plane in trouble is in the water.



PLOT BOARD gives the locations of major vessels, and is invaluable in rescue

With the location of the crash pinpointed exactly by the radio direction finding stations, and with rescue facilities operating so fast, it is a matter of only a few hours at most before the survivors in the water see a search plane circling above their heads and an even shorter time after that until the plane's radio brings surface boats to the scene to pick up the survivors.

Actually, ditching is almost unknown with modern long-range planes. Statisticians have figured that the probability of ditching on the flight from Gander, Newfoundland, to Foynes, Ireland, 1,850 miles, is only one in 33,000, or about one every four years at the present rate of crossing.

The greater part of the work of American Search and Rescue lies close in to the coasts of this country where military pilots in training and practice flights, which necessarily violate the best safety principles, have a much higher accident rate.

Near each of these training areas there is at least one base manned continuously by the Search and Rescue crews, which are standing by for immediate action any time training flights are in the air.

The basic principles of Search and Rescue function here in the same way they do in transoceanic flights, but generally action is even faster than it is on the long flight routes.

In one case, for instance—probably the record for lifesaving speed—the pilot who parachuted from his disabled plane was picked up and aboard a rescue boat in 90 seconds after he hit the water.

In this case—admittedly unusual—the rescue boat was standing by at sea in an area of heavy training operations, saw the accident, and just barely



range PBM Mariner, taking off to search equipment assists pilot in making rescue.

down under his parachute toward the water.

During the war Air-Sea Rescue was a Navy function with the Coast Guard—as a wartime part of the Navy—manning most of the installations. Navy control of the agency was dropped in July 1946, after the 1 Jan 1946 return of the Coast Guard to the Treasury Department, but the Navy was ordered in Alnav 351-46 (NDB 15 July) to continue to provide rescue facilities as required, and to continue full cooperation with the Coast Guard and other agencies in Search and Rescue.

Air-Sea Rescue, although it had been discussed and tentative steps toward it taken long before the war, was in fact a war development. The need for some efficient system of saving the lives of fliers forced down at sea was clearly shown in the Battle for Britain, when the few pilots of the RAF, fighting their desperate battle against the Luftwaffe, were shot down or forced down by engine failure into the English Channel.

The British solution was to station air picket boats all through the channel, and, by trial and error methods rather than any deliberate planning, to work up adequate communications.

The percentage of pilots returned to active duty from dunkings, and the morale factor when pilots learned they had an excellent chance of being rescued even if they did go down, were so apparent that Air-Sea Rescue quickly was promoted from a comparatively haphazard activity to a highly organized, scientific agency.

The first British Air-Sea Rescue unit had been formed in May 1940, and by September 1941 a deputy directorate of air-sea rescue was established as a branch of the office of the British Directorate General of Aircraft Safety.



BLIMP RESCUE is carried out in much the same way as with helicopter. Picture shows the tiny figure of a man being hauled up to the gondola from the sea.

When the U.S. entered the war, she inherited from the British their experiences and accomplishments in the field, and was equal to the task of expanding air-sea rescue within a very short time to a worldwide organization protecting our fliers in all the war zones, and on all the supply lines of global war.

Search and Rescue during the war was more than a question of providing rescue facilities where they were needed. In laboratories in all the Allied nations, scientists and technicians worked continually to develop and perfect devices of all kinds to aid and protect fliers forced down, wherever they might be.

New life rafts, better life vests, compact kits containing all the necessities for life on a rubber raft at sea, "jungle" kits designed to support the flier forced down in the jungles—all were developments of this research.

At the same time, as the continuing research in supplies was going on, techniques in lifesaving, from the rescue of castaways on a desert island to the transfer of wounded and injured men from liferafts, were being developed and disseminated.

Search and Rescue Ready To Assist Ships, Planes In Trouble Anywhere in World Shortly After It Receives Distress Call

The value of Search and Rescue is clearly visible in some of the statistics gathered about its operation during the war.

In the last 21 months of the war, for instance, nearly one-third of all the carrier-based airmen forced to make emergency landings at sea were rescued within 15 minutes of the time they hit the water. Figures like that are a potent factor in keeping up the morale of pilots. A further breakdown of figures for this same period shows that of 1,229 flying personnel in difficulty (for whom Search and Rescue facilities were available) 30.9 per cent were rescued within 15 minutes, 38.7 within one hour, and 28.7 within 24 hours.

The Air-Sea Rescue unit of the Western Sea Frontier, operating off the West coast of the U.S., saved over 80 lives in one four-month period of operation, saving 98 per cent of the survivors of all plane crashes off that coast.

With the end of the war, Search and Rescue has broadened its work.

The use of the helicopter for this type of work is an example of development that has been almost entirely postwar. It was used for rescue work to some degree before the close of hostilities but most of the development has been since that time.

Widespread attention of the public press has been given the use of helicopters in rescuing downed and injured fliers in several accidents in Newfoundland and northern America, and in their experimental operations

with the recent Navy Antarctic expedition.

It's quite probable that further developments in the helicopter—improving weight-carrying and distance qualities—will result in its incorporation as standard equipment in all Search and Rescue bases.

Another field in which techniques are improving rapidly is that of communications—one of the most important factors in swift, efficient rescue.

It's obvious that if no one knows a plane is going down, the best of Search and Rescue facilities can do the fliers no good, and that if Search and Rescue does know of a plane in trouble but can't contact its components, that knowledge does no good.

The end of the war found Search and Rescue with excellent communications facilities. Specialized electronic gear had been developed for the express purpose of transmitting a traceable distress signal from a plane in trouble, and wartime use of the direction-finding networks had developed their inter-communications systems to high efficiency.

In the words of the *Air-Sea Rescue Bulletin*, the official organ of the Agency, "Today it is a vast efficient network which includes . . . a well organized communications system utilizing radio, radar, racon and loran. . ."

Of course, the greatest change since the end of the war has been the establishment of the internationally-provided ocean station vessels as mid-ocean points of reference and rescue.

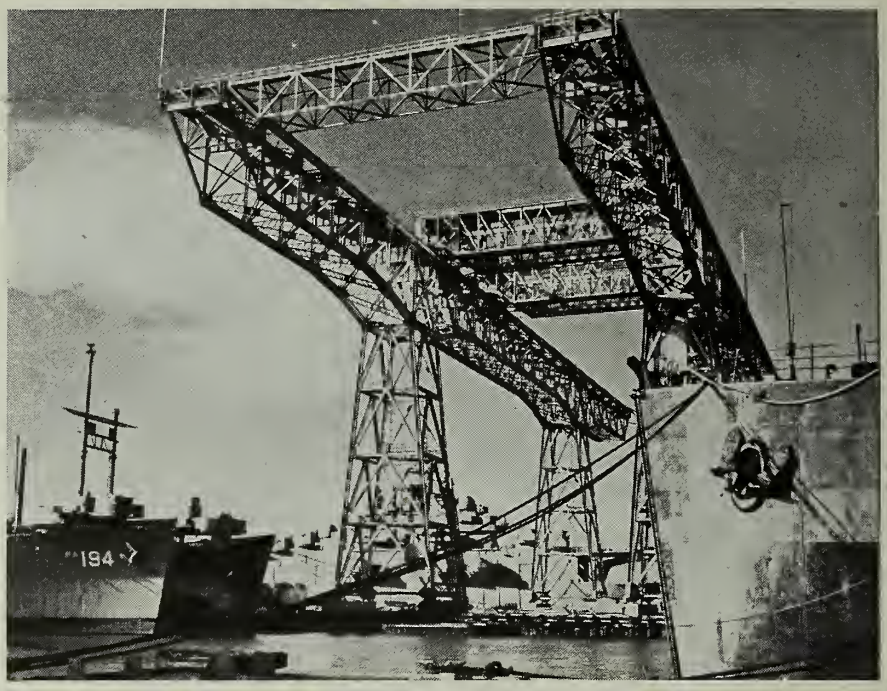
Ocean stations have been used since the early days of the war—as a matter of fact probably their first use was shortly after Pearl Harbor when planes not really adequate for the task were forced to make the long **hop** from the west coast to Honolulu. Ships then were placed along that route and were found to be highly efficient in aiding fliers.

All wartime station vessels, though, were military projects and as such had fulfilled their usefulness with the end of the war. The subsequent establishment of these vessels as a permanent measure by international agreement is certainly some kind of milestone on the path of cooperation between nations.

A word about the use of the terms "Air-Sea Rescue" and "Search and Rescue" in this article: the first, Air-Sea Rescue, was conceived in war and applied to the rescue of survivors from incidents peculiar to military operations. After the close of the war, however, authorities and agencies connected with the work selected "Search and Rescue" as a more definitive term and recommended that it be defined as . . . "The act of finding and returning to safety the survivors from an emergency incident."

This term in its broader concept applies to survivors of accidents to both planes and ships, which is true of the work of the organization.

Its motto might be "Lifesaving—anytime, anywhere."



WORLD'S largest crane being completed by the Navy will permit speedier repair of major fleet units. Operators will talk to ground crews by two-way radio.

NAVY BUILDS WORLD'S LARGEST CRANE

A new crane, so huge its operators will use two-way radio to talk with ground crews, is being completed at the Naval Shipyard, San Francisco. The 450-ton crane is the largest in the world.

BuDocks reports the gigantic hoister will have a lifting capacity 100 tons greater than the largest ground or floating crane equipment in existence, including the 350-ton floating crane acquired from the German Navy after World War II (see ALL HANDS, March 1947, p. 21).

Incidentally, BuDocks, in describing the new crane, uses long, or 2,240-pound, tons.

The new crane stands 182 feet over its dock, operates along a 730-foot overhead runway of the bridge type, and its twin lifting devices can operate singly or together. Singly, each has a capacity of 245 tons.

Perhaps the neatest part of the design is the crane's ability to overcome "tide loading" problems. Hoist brakes are so designed that if the crane must remain rigged for a time to a load fastened onto a ship, the hoists will slip and pay out enough cable to lessen the strain as soon as a falling tide has increased the load to 170 per cent of the crane's rated load.

Communications between the operators' cabs and ground crews will be carried on by two-way radios in the cabs and walkie-talkies on the ground. The cabs will be located in the supporting towers, and will be of sloping glass-sided construction, similar to airport control towers.

The crane will lift a capacity load (450 tons) 78½ feet over the water, and a single unit will lift its 245 tons at 130½ feet over the water. The main hooks will travel from 25 feet below to 160 feet above mean water level, and auxiliary hooks will operate 35 feet below and 191 feet above the water.

Combined weight of the twin cranes is 1,593 tons; of the runway structure, 5,700 tons.

MarCorps Reservists To Receive Training

About 1,300 MarCorps Volunteer Reservists will receive two weeks' training this summer, assignments to training schools being restricted to those who volunteer, the Marine Corps announced.

Reservists living in the eastern U.S. will train at Quantico, Va., and Camp Lejeune, N. C.; those living in the western U. S. will go to Camp Pendleton, Calif.

Training for captains and lieutenants calls for approximately 80 hours of instruction. Primarily a refresher course, subjects include infantry, artillery, communications, tanks, amphibious tractors, engineering, intelligence, motor transport, ordnance and quartermaster.

Training for majors and above will be confined to general infantry and staff subjects. Second lieutenants who have not served on active duty as commissioned officers will receive a basic indoctrination course.

Enlisted Reservists will train with Organized Reserve units.

TIN CANS, shown here entering the Queenstown destroyer base, proved to be indispensable ships of first world war.

SPEEDY, SCRAPPY TIN CAN

IT TOOK a world war for the destroyer to be recognized as a fighting ship.

Although this speedy little fighter had been in existence for years, it was one type of warship of which the public knew little and cared less. It had been modestly referred to as a "torpedo boat destroyer" by naval architects, but its compressed fighting power had not been fully developed and proven.

At the height of the German U-boat warfare in World War I it became evident that the destructive tin can would be the Allies' main defense against the deadly subs. With speed as its ally, the fleeting tin can assisted greatly in breaking the back of the German submarine warfare. Patrolling, dropping depth charges, and escorting convoys from port to port, the destroyers made the seas generally unhealthy for the U-boats. Eventually the fighting spirit of the Huns deteriorated to such an extent that the effectiveness of their submarine warfare became nil.

The Kaiser had no fear about the U. S. entry into the war, and cared less about American naval power. As far as the Germans were concerned our entry into World War I would not help the Allies win. They calculated that their intensive submarine campaign would finish the Allies about 1 July or 1 August 1917.

There wasn't much hope for victory in the Allies' camp either. The fear that Germany would win the war if the U-boat warfare could not be stopped was expressed by the British Admiral Lord Jellicoe to Rear Admiral William S. Sims, USN, when Sims went to England to establish closer relations with the Allied naval forces.



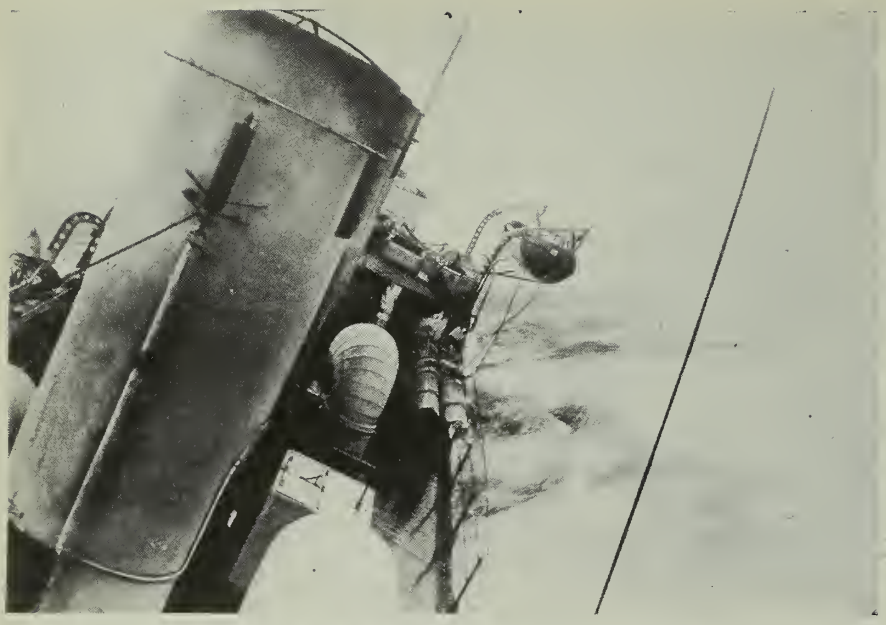
CHEVRONS for overseas service were displayed on the funnels of American ships participating in World War I.

In the spring of 1917 it was realized that something would have to be done —and done fast—to drive the German subs from the seas. At this time the British were losing from 800,000 to 900,000 tons of shipping per month.

Such was the situation when the first force of American destroyers arrived in Queenstown, Ireland.

The Eighth Destroyer Division was the first group of our destroyers to receive orders to join the Allied Fleet in Queenstown. Sailing under sealed orders from Boston on 24 April 1917, the division commander, Comdr. Joseph K. Taussig, USN, knew only that he was going on an extended trip. Fifty miles out at sea he learned of the destination of his "extended trip."

The secret orders were signed by Secretary of the Navy Josephus Daniels and ordered the destroyer division to proceed to Queenstown, Ireland, where they arrived on the morning of 4 May 1917. This force was composed of USS *Wadsworth*, flagship of Comdr. Taussig, USS



ROUGH and rugged was the weather encountered by the flush deck tin cans when they were hunting and destroying the destructive U-boats of the Kaiser's fleet.

Conyngham, Porter, McDougal, Davis, and the *Wainwright.*

Although nothing had been released in the press by the English or Americans, word of the arrival of the American destroyers had somehow gotten around, and the American sailors were given a rousing welcome by the citizens of Queenstown.

Upon arrival, the division commander, Comdr. Taussig, reported to the British admiral commanding in Irish waters, Vice Admiral Sir Lewis Bayly. The gruff admiral, being a man of action and few words, bluntly asked Taussig when the American destroyers would be ready to go to sea.

There is no type of ship that is so chronically in need of overhauling after a sojourn at sea as the destroyer, and although well knowing that some of his ships could stand patching up, Comdr. Taussig promptly replied:

"We are ready now, sir!"

Naturally the admiral was pleased with the spirit indicated by the American, and he gave them four days for repairs and liberty before sending them out to sea.

For the first month or six weeks, our destroyers spent practically all their time on patrol duty in the waters around the Irish coast. On these patrol runs each destroyer was assigned an area of 30 square miles, and was required to keep within the alloted area unless, of course, it was pursuing an enemy submarine.

The patrol area around Queenstown was 25,000 square miles, and only about four or five British destroyers usually patrolled this area prior to the arrival of the first American destroyer flotilla. The American destroyers were built with the widest possible cruising radius, and because of this, British destroyers were withdrawn to operate chiefly in the home coastal waters of the British Isles.

Admiral Bayly's orders were for the American destroyers to comb the seas in constant search for treacherous U-boats for periods of six days, two days rest before returning to the job, and five days about once a month for general overhaul and boiler cleaning. The three imperative duties of the destroyers were, in order named: First, to destroy submarines; second, to convoy and protect merchant shipping; and third, to save the lives of the passengers and crews of torpedoed ships.

The second of our destroyer flotillas to reach Queenstown consisted of six ships and arrived on 17 May 1917. Thereafter, until the first week in July a new destroyer division arrived every week to take part in combatting the U-boat warfare. By 5 July 34 American destroyers had arrived in European waters. To keep this force in shape and in constant readiness, we had sent over two destroyer tenders, USS *Melville* and USS *Dixie.*

At the time the first group of American destroyers arrived in Ireland, Germany's submarine campaign had reached its peak. The situation was precarious. Ships were being sunk faster than they could be replaced, and our side's lines of communication were being cut. No longer did the Allies rule the sea. That week, as the result of U-boat warfare, 240,000 tons of Allied shipping had been sunk, and if the destruction had kept up at that rate, an early German victory would have been imminent. The use of the convoy system had been thought of, but was not immediately placed into effect.

The adaption of the convoy system to fight the menace of submarine warfare was nothing new when used in World War I. As early as the 13th century, merchant ships of the Hanseatic League had used the convoy system in order to protect their shipping against the pirates that lurked constantly in the Baltic Sea.

However, the reason for Britain's not adapting the convoy system earlier was because of the opposition from the skippers of the merchant ships. They strongly contended that a group of merchant ships could not maneuver as quickly and effectively as could naval ships to which convoy



FIRST American destroyer to be sunk in World War I was the USS *Jacob Jones.* She was torpedoed while enroute to her home base on the coast of Ireland.



PRISONERS from the U-58 are taken sub after one of the shortest and most

maneuvering was second nature. They argued that the Allies would lose more ships by collisions than by the U-boat destruction.

When the situation became desperate it was finally decided to have a trial convoy sail from Gibraltar to England, and the success of this convoy convinced the British Admiralty and merchantmen that the adaptation of the convoy system, coupled with the effectiveness of the destroyers, was their long-awaited answer to combat and destroy the submarine menace. By using the destroyer and the convoy system the world was saved from the terrors that would have been inflicted upon it had the submarine warfare at sea brought about a victory for the Kaiser and his henchmen.

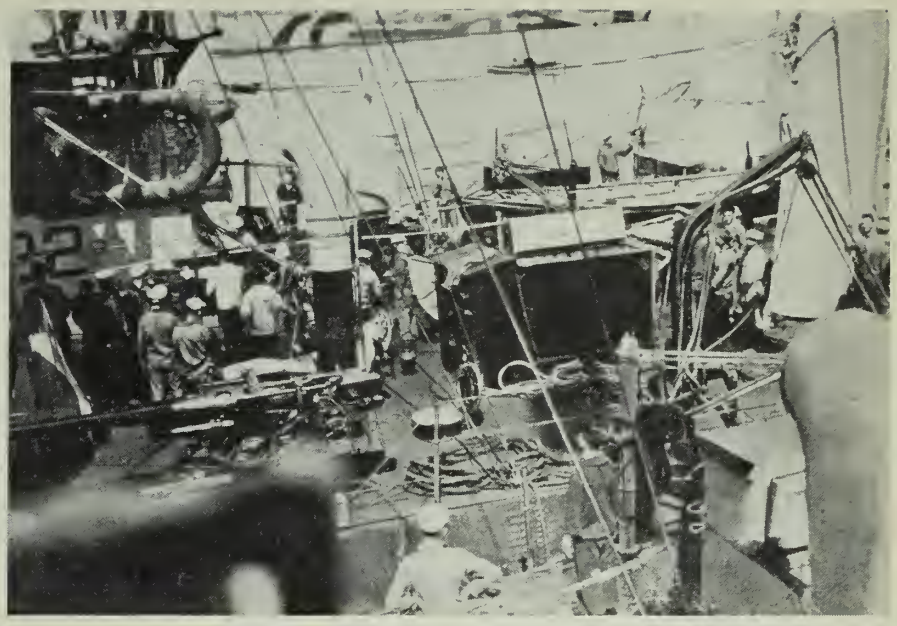
The convoy system was formally adopted in the latter part of May, but was not effectively put into use until August or September 1917.

The destroyers' job in escorting convoys was of tremendous importance. Unlike what most people thought, the Germans did not destroy and sink ships because of the material and manpower carried aboard their victims. Their paramount objective in destroying Allied ships was the tonnage of shipping. By destroying more tonnage than we could build, they would eventually cut our lines of communications and could have forced the Allies into an early defeat.

Thus, the job of our destroyers was of tremendous magnitude. To say that our fleeting tin cans did their job well is an understatement—4.0 plus is a far better description.

To seek out and find the U-boats was a tough job for our tin cans of World War I. Yet, without the aid of such highly developed instruments as radar and sound gear, our destroyers went out and made 256 attacks on the enemy subs.

One of the quickest and most effective encounters with a U-boat was fought by USS *Fanning* and USS *Nicholson* on 17 November 1917 while escorting a convoy into a British port. At 1610, the lookout of the *Fanning* spotted a tiny periscope close aboard a British merchant ship, about 400 yards away. With full speed ahead, the *Fanning* bore down on the U-boat, and when directly over it dropped a depth charge that caused such a concussion it made the sub practically unmanageable by wrecking the motors, jamming the diving rudders, and breaking the oil leads.



ENTERING the destroyer base at Queenstown, Ireland, a newcomer is being welcomed by veteran sailors serving aboard the destroyers nested in the harbor.

Leaving her station, the *Nicholson* followed the *Fanning* in attacking, and while approaching, the conning tower appeared. While dropping a depth charge alongside the sub, the *Nicholson* fired her stern gun. The sub's bow shot up in the air, plainly revealing its torpedo tubes. She was badly damaged and began settling by the stern. It looked very much like she was finished and sinking. However, the Germans blew the ballast tanks, and in escaping the horrible death that awaited them below, the sub rose to the top.

It was the U-58. The *Fanning* opened fire immediately with her forward gun. As the third shot was fired the hatch on the conning tower opened, and out popped the German skipper closely followed by his crew who, upon reaching the deck shouted in unison: "Kamerad! kamerad! kamerad!"

The short battle had ended at 1628, only 18 minutes after the first contact with the German sub. The *Fanning* cautiously approached the defeated U-boat, and the *Nicholson* stood by with her 4-inch guns trained upon the unhappy Germans, ready to blast them out of the water at the first sign of a false move. While preparations were made to take the crippled submarine in tow, two of her crew disappeared below to perform a duty that was so characteristic of defeated German sailors. They opened the seacocks and scuttled their ship. As the submarine sank, the Germans jumped into the water and swam for the *Fanning*. Heaving lines were thrown to them, and four officers and 35 men were made prisoners.

Unlike the treatment that the Germans usually gave to their prisoners



aboard USS *Fanning*. Germans scuttled effective sub battles of World War I.



TORPEDOED in British coastal waters, USS *Cassin* stayed afloat to out-maneuver the attacking German U-boat which was eventually driven away by gunfire.

of war, the tin can sailors gave their prisoners plenty of hot coffee, sandwiches and cigarettes, an item on the hard-to-get list in the Fatherland.

The *Jacob Jones* was the first American destroyer to be sunk in World War I. (Ironically enough, her namesake (DD 130) suffered the same fate, being the first destroyer sunk in World War II.) The "Jakie" was proceeding alone on 6 December 1917 from Brest to Queenstown when a lurking U-boat fired a torpedo which struck the fuel-oil tanks and exploded. The ship settled aft immediately, and desperate attempts were made to put the depth charges on "safe," but in vain. Within eight minutes the ship went down, and as it slipped into its watery grave the depth charges exploded, killing many men in the vicinity.

One of the most well-remembered men among the swaggering, go-get-'em tin can sailors of World War I was Gunner's Mate Osmond K. Ingram, who served in uss *Cassin*.

On patrol duty on 15 October 1917, the *Cassin* sighted a submarine about four miles away. In accordance with well-established tin can tradition, the *Cassin* bore down upon the enemy with full speed. However, when about 400 yards away from its objective the *Cassin* spotted a deadly torpedo heading straight for midship.

Ingram saw the onrushing missile, and realized that if the torpedo should hit the stern of the ship it would set off and explode the many ashcans (depth charges) stowed about the after deck.

Quickly leaving his station at the stern gun he ran aft and began stripping the depth charges and releasing them overboard. When the torpedo struck the ship Ingram was blown to pieces, but he had helped to save his ship.

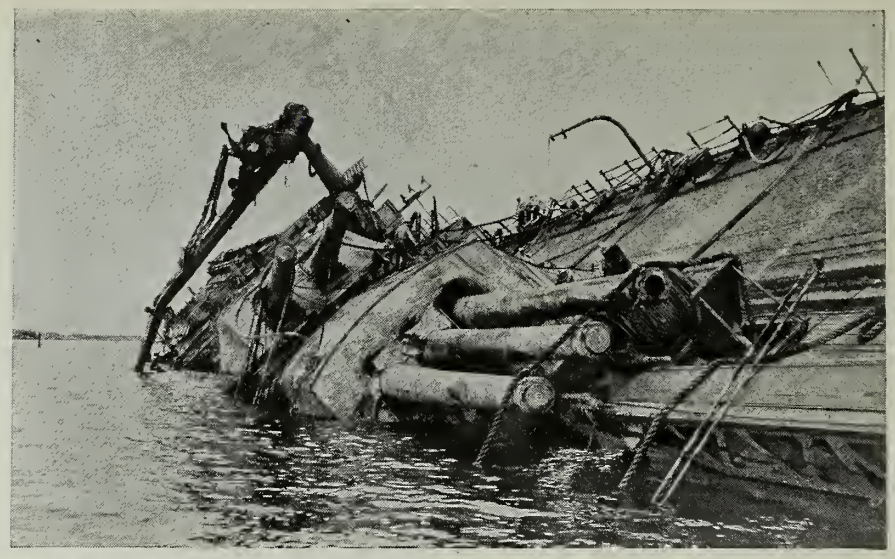
Although the *Cassin* could only maneuver with the aid of her engines, she zigzagged to and fro to avoid being struck again. In about an hour the U-boat skipper brought his ship to surface, and was promptly met by a salvo from the stricken ship. That proved to be enough for the Hun and he disappeared safely into Neptune's domain.

The part played by the destroyers in the first global war remains unchallenged. Once the ugly duckling of the Navy, the destructive tincan became a hero of World War I. Never before in the history of naval warfare had one group of ships been called upon to perform so many diversified duties as had the destroyer.

The magnificent striking power possessed by the tin cans was well explained when a British naval officer commented to an American that he preferred their destroyers to ours.

"Yours seem to me rather feminine in appearance," said the Briton.

"Yes," replied the American, "that's so, but you must remember what Kipling says, 'The female of the species is more deadly than the male.'"



BARNACLED deck and five 14-inch guns of the *Oklahoma* break water as battleship is righted after being sent to the bottom of Pearl Harbor by the Japanese.

OKLAHOMA SINKS ON LAST VOYAGE

Some 3,000 blue Pacific fathoms closed over the hulk of the old uss *Oklahoma*, and the battleship that won renown at Pearl Harbor found an honorable resting place. The hulk sank 540 miles northeast of Pearl Harbor, while she was under tow to a West Coast junkyard.

Oklahoma was commissioned in 1916, sister ship of the *Nevada*. They were the first exclusively oil-burning battleships. The *Oklahoma* was equipped with reciprocating engines, the *Nevada* turbines.

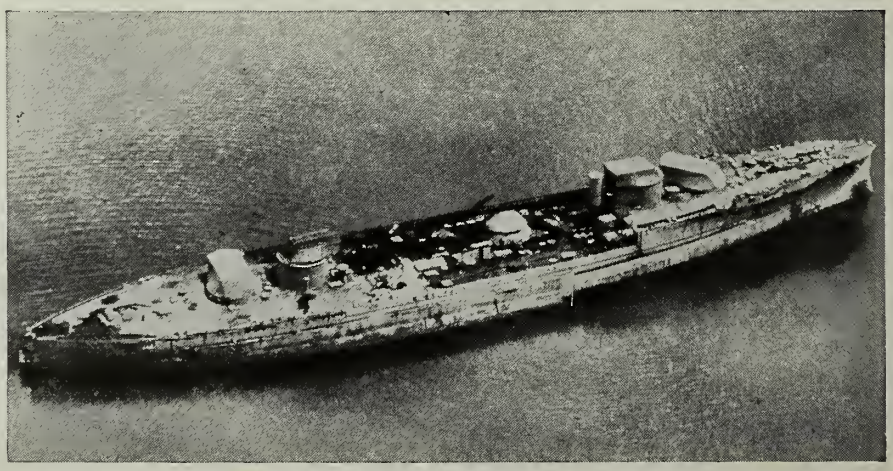
Jap torpedos sent *Oklahoma* to the bottom of Pearl Harbor 7 Dec 1941. The Navy planned originally to raise her and fit her to fight again, as was done with the *Nevada, Maryland, Tennessee, West Virginia, Pennsylvania* and *California*. But the *Oklahoma*, it turned out, was beyond economic repair.

She rode out the war at a Pearl Harbor dock, reminder to the grim ships that daily slipped in and out of that base of the infamy of Pearl Harbor Day.

Stripped of guns and all superstructure but turrets, *Oklahoma* set out from Pearl under tow, her hull apparently watertight. She began to list heavily one afternoon, six days out, and she went down like a stone that night. No one was aboard the hulk at the end.

An unscheduled test of the durability of U. S. submarines occurred off New London, Conn., when uss *Torsk* (SS 423), in a shallow dive, was run over by uss *Johnston* (DD 821) while both vessels were on routine maneuvers.

Torsk's conning tower punched a very small hole in the *Johnston's* hull and the submarine sustained some damage. There were no personnel casualties and both vessels were able to return to port under their own power, *Torsk* to New London and *Johnston* to Newport, R. I.



READY for last voyage, the battleship *Oklahoma* lies at Pearl Harbor. The great ship had been stripped of guns and superstructure in preparation for scrapping.

DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

(For specific instructions on individual medals, see BuPers Manual.)

Since the Government presented a medal to George Washington in 1776, to commemorate the evacuation of Boston by the British, decorations and ribbons have become firmly established in U. S. military tradition.

Decorations, medals and ribbons represent the thanks of the nation for services rendered in its honor. They commemorate entire wars, single campaigns, individual action and group and personal heroism.

The wearing of decorations upon the uniform is a privilege and honor reserved to the military man. Like the uniform, they are worn with pride. And, like the uniform, they must be worn correctly to have true meaning.

In these pages will be found a summary of the existing U. S. medals, decorations and ribbons, together with some foreign decorations, which may be awarded to naval personnel. Significance of the decorations is defined, and general regulations governing their award are stated. Included, also, is a transcript of the new Chapter XII, Uniform Regulations, which outlines in detail the proper wearing of decorations, medals and ribbons. There is, too, a full-color picture of the awards made to naval personnel, in the order of their precedence and appearing as they should when worn.

MEDAL OF HONOR

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat or non-combat action.*



Medal of Honor
(Width of actual medal: 2 inches)

TIME LIMITS for recommendations or awards: Must be issued within 5 years of date of distinguished act, and recommended within 3 years of act or service.

GRATUITY: $2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 21 December 1861; act of 3 Mar 1901; act of 3 Mar 1915; act of 4 Feb 1919; and act of 7 Aug 1942, which supersedes previous acts.

MEDAL OF HONOR (1917-18)

No longer awarded

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual conflict with the enemy distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for *combat action only.*

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act, and recommended within 3 years of act or service.

GRATUITY: $2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919.

NAVY CROSS

AWARDED TO: Any person serving in any capacity with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy. Awarded for *combat action only.*



Navy Cross
(Width of actual medal: 1½ inches)

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act and recommended within 3 years of act or service.

GRATUITY: $2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919, and act of 7 Aug 1942.

DISTINGUISHED SERVICE MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since 6 Apr 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility. Awarded for *combat or noncombat action.*



Distinguished Service Medal
(Width of actual medal: 1½ inches)

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished service, and recommended within 3 years of service.

GRATUITY: $2 per month from date of distinguished act, for enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919, and act of 7 Aug 1942.

SILVER STAR MEDAL

AWARDED TO: Any person who, while serving in any capacity with the Navy of the United States, since 6 Dec 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross. Also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department. Awarded for *combat action only.*

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, and be recommended within 3 years of act or service, except when awarded in cases previously submitted and turned down for award of Medal of Honor, Distinguished Service Medal, or Navy Cross.



Silver Star Medal
(Width of actual medal: 1½ inches)

GRATUITY: $2 per month from date of distinguished act, subsequent to 6 Dec 1941, for enlisted men only. Retroactive cases to be decided later.

AUTHORIZED BY: Act of 7 Aug 1942.

LEGION OF MERIT

AWARDED TO: Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign na-

tions who, since 8 Sept 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services. For United States Armed Forces, the Legion Merit is awarded without reference to degree, and for this purpose the medal and ribbon of the fourth degree is used. Others are awarded the Legion of Merit in four different degrees—Chief Commander, Commander, Officer, and Legionnaire. Awarded for *combat or noncombat action.*



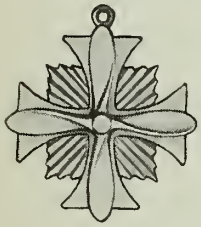
Legion of Merit
(Width of actual medal: 1⅞ inches)

GRATUITY: No gratuity provided.

AUTHORIZED BY: Act of 20 July 1942, and Executive Order No. 9260 of 29 Oct 1942.

DISTINGUISHED FLYING CROSS

AWARDED TO: Any person who, while serving in any capacity with the Air Corps of the Army, National Guard and Organized Reserves, or with United States Navy, Marine Corps, or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in an aerial flight. Members of military, naval, or air forces of foreign governments while serving with the United States are also eligible. Awarded for *combat or noncombat action.*



Distinguished Flying Cross
(Width of actual medal: 1 11/16 inches)

TIME LIMITS for recommendations or awards: Must be issued within 3 years from date of distinguished act or service, and recommended within 2 years from date of act or service.

GRATUITY: $2 per month from date of distinguished act or service, for enlisted men only.

AUTHORIZED BY: Act of 2 July 1926, Executive Order No. 4576 of 28 Jan 1927, and Executive Order No. 7786 of 8 Jan 1938.

NAVY AND MARINE CORPS MEDAL

AWARDED TO: Any person who, while serving in any capacity with the United States Navy or Marine Corps, including Reserves, shall have, since 6 Dec 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism, regardless of date, subject to approval of the Board of Decorations and Medals. Awarded for *noncombat action only.*

TIME LIMITS for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, and be recommended within 3 years of act or service, except when awarded in lieu of a letter of commendation previously awarded for heroism.



Navy and Marine Corps Medal
(Width of actual medal: 1¼ inches)

GRATUITY: $2 per month from date of distinguished act, subsequent to 6 Dec 1941. Retroactive cases to be decided later.

AUTHORIZED BY: Act of 7 Aug 1942.

BRONZE STAR MEDAL

AWARDED TO: Any person who, while serving in any capacity in or with the Army, Navy, Marine Corps, or Coast Guard of the United States on or after 7 Dec 1941, distinguishes, or has distinguished himself by heroism or meritorious achievement or services not involving participation in aerial flights in connection with military or naval operations against the enemy of the United States.



Bronze Star Medal
(Width of actual medal: 1½ inches)

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9419 of 4 Feb 1944.

AIR MEDAL

AWARDED TO: Any person who, while serving with Army, Navy, Marine Corps, or Coast Guard of the United States, in any capacity, subsequent to 8 Sept 1939, distinguishes himself by meritorious achievement while participating in an aerial flight. Awarded for *combat or noncombat action.*



Air Medal
(Width of actual medal: 1 11/16 inches)

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9158 of 11 May 1942 and General Order No. 175 of 27 June 1942.

COMMENDATION RIBBON

All personnel of the Navy, Marine Corps, and Coast Guard who received an individual Letter of Commendation signed by the Secretary of the Navy, Commander-in-Chief United States Fleet, Commander-in-Chief Pacific Fleet, or Commander-in-Chief Atlantic Fleet for an act of heroism or services performed between 6 Dec 1941 and 11 Jan 1944 are authorized to wear the Commendation Ribbon.

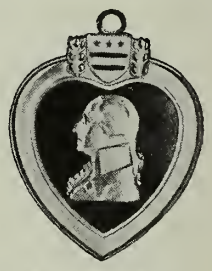
All personnel of the above services who subsequent to 11 Jan 1944 shall have received such a commendation signed by the Secretary of the Navy or other delegated authorities, are authorized to wear the Commendation Ribbon, provided such Letter of Commendation contains in the text such authorization, signifying the desire of the issuing officer to accord the privilege.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Alnav 11 of 11 Jan 1944.

PURPLE HEART MEDAL

AWARDED TO: Persons wounded in action against the enemy of the United States, while serving with the Navy, Marine Corps, or Coast Guard of the United States, or as a result of act of such enemy, if wound necessitated treatment by medical officer. Also awarded posthumously to the next of kin of service personnel killed in action or who die as a direct result of wounds received in action against an enemy of the United States, or as a result of an act of such enemy. For the purpose of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside force, element, or agent sustained as the result of a hostile act of the enemy or while in the face of the enemy. Awarded for *combat action only.*



Purple Heart Medal
(Width of actual medal: 1⅜ inches)

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9277 of 3 Dec 1942, and General Order No. 186 of 21 Jan 1943.

SPECIALLY MERITORIOUS MEDAL

No longer issued

AWARDED TO: Officers and men of the Navy and Marine Corps who rendered specially meritorious service other than in battle, during the War with Spain. Awarded for *noncombat action only.*

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Act of 3 Mar 1901.

PRESIDENTIAL UNIT CITATION

AWARDED TO: Any ship, aircraft or



Burgee Pennant

naval units, any Marine aircraft detachment or higher unit, for outstanding performance in action on or after 16 Oct 1941.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Executive Order No. 9050 of 6 Feb 1942, and General Order No. 187 of 3 Feb 1943.

NAVY UNIT COMMENDATION

Awarded by the Secretary of the Navy to any ships, aircraft, detachment or other unit in the Naval service of the United States for outstanding heroism in action against the enemy, but not sufficient to justify the award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations.

GRATUITY: No gratuity authorized.

AUTHORIZED BY: Alnav 224 of 18 Dec 1944.

LIFE SAVING MEDALS

Awarded by the Treasury Department

Gold Life-saving Medals may be awarded to those persons who, by extreme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

Silver Life-saving Medals may be awarded to those persons who, in cases not sufficiently distinguished to deserve the gold medal, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

SERVICE REQUIRED: The saving of life or giving of succor does not in itself entitle a person to a medal. The medals can be given in only those instances in which exceptional bravery has been displayed or in which unusual effort or some great personal sacrifice has been made. The saving of persons from drowning in waters wholly within a State and not forming a part of the navigable waters of the United States or in small inland streams, ponds, pools, etc., does not entitle rescuer to medals.

EVIDENCE REQUIRED: Satisfactory evidence of the services performed must be filed in each case. This evidence should be in the form of affidavits made by eyewitnesses of good repute and standing testifying of their own knowledge. The opinion of witnesses that the person for whom an award is sought imperiled his life or made signal exertions is not sufficient, but the affidavits must set forth in detail all facts and occurences tending to show clearly in what manner and to what extent life was risked or signal exertions made, so that the Department may judge for itself as to the degree of merit involved. The precise locality, whether within the waters over which the United States has jurisdiction or upon an American vessel, the date, time of day, nature of the weather, condition of the sea, the names of all persons present when practicable, the names of all persons rendering assistance, and every pertinent circumstance should be stated.

TO WHOM RECOMMENDATIONS ADDRESSED: Recommendations for life-saving medals to be awarded under the provisions of these regulations will be addressed to the Secretary of the Navy, who will take appropriate measures to cause their transmission to the Secretary of the Treasury. Recommendations and affidavits to be submitted in duplicate; the original to be forwarded by the Navy Department to the Secretary of the Treasury, and copy to be retained for the Navy Department files.

NAVAL RESERVE SPECIAL COMMENDATION RIBBON

This ribbon is awarded to those officers of the Organized Reserve who have officially commanded in a meritorious manner for a period of 4 years between 1 Jan 1930 and 7 Dec 1941, an organized battalion, squadron, or separate division (not part of a battalion) of the Naval Reserve, or an organized battalion or squadron of the Marine Corps Reserve, and have had a total service in the Reserve of not less than 10 years.

AUTHORIZED BY: Alnav 180 of 16 Apr 1946.

GOOD CONDUCT MEDALS

Good Conduct Medals and pins will be issued by the Bureau of Naval Personnel. A medal will be issued as the first award. A pin, to be worn on the suspension ribbon of the medal will be issued for each subsequent award. A bronze star three-sixteenths (3/16) of an inch in diameter shall be worn on the ribbon bar of the medal for each pin awarded. The wearing of the ribbon bar and of bronze stars thereon will be authorized by commanding officers upon fulfillment of the necessary requirements, appropriate entries to that effect will be made on page nine of the service record, and recommendation for issuance of the medal or pin will be forwarded to the Bureau.

1. Eligibility requirements for active service terminating on or after 15 Aug 1945:

(a) Service—any three (3) years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service during this period in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service.

(b) Conduct—within the above three (3) year period, no convictions by court martial including deck court, not more than one lesser offense, no mark in conduct less than 3.0, an average mark in conduct of not less than 3.8, and a final average of not less than 3.5 in proficiency in rating. No person shall be deprived of a medal or pin because of disciplinary action taken prior or subsequent to this three (3) year period. When a person is convicted by general court martial, a new three (3) year period shall begin with the date of restoration to duty, even though on a probationary basis; if convicted by a summary court martial, with the date of approval of sentence by the Immediate Superior in Command or the Senior Officer Present; if convicted by deck court, with the date of approval by the Convening Authority. The date of commission of an offense tried by court martial will be considered as the date on which the period ends.

2. The eligibility requirements listed in paragraph 1 above apply only to active service or enlistments (including involuntary extensions) terminating on or after 15 Aug 1945 and are not retroactive to enlistments or active service terminating prior to that date. For active service or enlistments terminating on or after 1 July 1931 and prior to 15 Aug 1945 good conduct awards will be made in accordance with the requirements as to service and marks in effect at that time, which were as follow:

(a) Service—Regular Navy.

(1) For first enlistment or minority enlistment, and if extended for two (2) years, the last four (4) years in lieu thereof, may be considered provided first period of service would have terminated with an honorable discharge.

(2) For second or subsequent enlistment or extensions of 3 or 4 years.

(3) For a total of four (4) years served in extension of an enlistment.

(4) In a six (6) year enlistment, for first three (3) years and also for remaining period of the enlistment, provided enlistment terminates with an honorable discharge.

(5) Service in extensions of one (1) or two (2) years (except as indicated in (1) and (3) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the Government within 3 months of expiration of enlistments) will not be considered for good conduct awards.

(b) Conduct—All classes.

Within any one of the above periods, a clear record (no offense or qualifying remarks entered in service record), and with a final average of 3.5 in proficiency in rating. No person shall be deprived of a medal or pin because of disciplinary action taken prior or subsequent to one of the above periods, except by conviction for an offense committed in a prior enlistment in which a medal or pin had been previously held to have been earned but not bestowed.

3. For service terminating prior to 1 July 1931, good conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of the period of service under consideration and in accordance with service requirements as follow:

(a) Prior to 3 Mar 1899; for second

enlistment under continuous service.

(b) From 3 Mar 1899 to 28 Sept 1914, both dates inclusive; for eight (8) years' continuous service. From 27 Aug 1912 to 29 Sept 1914, first enlistments terminating during this period.

(c) From 29 Sept. 1914 through 30 June 1921:

(1) For a second or subsequent enlistment, provided a prior enlistment was terminated with honorable discharge by reason of expiration of enlistment. Continuous service is not required.

(2) For a second enlistment changed to duration of war; and for an extension of four (4) years (or extensions aggregating four (4) years) changed to duration of war under AlNav 196 of 11 July 1919, provided that a prior enlistment shall have been terminated with honorable discharge, and further provided that said extension shall have been an extension of an enlistment ending between 3 Feb 1917 and 11 Nov 1918.

(3) For honorable discharge from not less than 2 year service in the Regular Navy, following transfer from the United States Naval Reserve, under AlNav 196 of 11 July 1919, for the purpose of completion in the Regular Navy of the period of enrollment, provided that a prior enlistment shall have been terminated with honorable discharge. Continuous service is not required.

(4) For an extension of four (4) years or extensions aggregating four (4) years, provided basic enlistment would have been terminated with honorable discharge.

(d) For service terminating on or after 1 July 1921:

(1) For first enlistment or for minority enlistment, provided the enlistment is extended or upon reenlistment within three (3) months.

(2) For first enlistment if honorably discharged from service begun in the Naval Reserve Force, and continued in the Regular Navy by transfer, provided that the service in the Navy is of not less than 2 years duration and that reenlistment is under continuous service.

(3) For a second or subsequent enlistment, previous enlistment having terminated with honorable discharge. Continuous service is not necessary.

(4) Upon discharge from an extension of four (4) years (or a total of four (4) years) of a first or other enlistment, provided that basic enlistment would have terminated with an honorable discharge.

(5) For a constructive enlistment of four (4) years (or three (3) years and nine (9) months) active duty in the Regular Navy and continued in the Naval Reserve (classes F-3, F-4, or F-5), or where a retired man is recalled and completes not less than three (3) years and nine (9) months active duty.

(e) Good Conduct awards are made to those who enlisted or who reenlisted on or after 7 Apr 1917; upon the date of the execution of oath of first permanent commission or warrant in the Navy of those officers who shall have served a total of not less than three (3) years and nine (9) months in enlisted and either commissioned or warrant status.

AUTHORIZED BY: Directive of SecNav, 17 Feb 1870.

NAVAL RESERVE MEDAL

The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years' honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service, a bronze star may be worn on the ribbon.

In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty.

Application for the medal shall be submitted via the commanding officer if the applicant is on active duty; otherwise application may be made directly to the Chief of Naval Personnel. The application, in letter form, must state the period or periods of service upon which the application for the medal and the authority to wear the bronze star (if entitled) is based.

The commanding officer shall state in his forwarding endorsement whether or not the applicant's service has been honorable in his present assignment.

Present holders of the Naval Reserve Medal are authorized to wear bronze stars, to which entitled, without specific authorization.

AUTHORIZED BY: SecNav, 12 Sept 1938.

MEDAL COMMEMORATING THE BATTLE OF MANILA BAY (DEWEY MEDAL)

This medal is issued to the officers and men of the ships of the Asiatic Squadron of the United States under the command of Commodore George Dewey on 1 May 1898. These ships are listed in change 13 of Part A, Chapter 1, of the Bureau of Naval Personnel Manual of 1925. (Act of 3 June 1898.)

MEDAL COMMEMORATING NAVAL ENGAGEMENTS IN THE WEST INDIES (SAMPSON MEDAL)

This medal is issued to officers and men of the Navy and Marine Corps who participated in the naval and other engagements in the waters of the West Indies and on the shores of Cuba during the War with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of 3 Mar 1901.)

PEARY POLAR EXPEDITION MEDAL (1908-1909)

This medal was established for award to certain individuals in recognition of their efforts and services as members of the Peary Polar Expedition of 1908-1909, in the field of science and for the cause of Polar exploration by aiding in the discovery of the North Pole by Admiral Peary.

AUTHORIZED BY: Act of Congress approved 28 Jan 1944.

MEDAL COMMEMORATING THE FIRST TRANSATLANTIC FLIGHT IN THE U. S. NAVAL FLYING BOAT "NC-4" IN MAY 1919

This medal was established for award to members of the NC-4 for the extraordinary achievement in making the first successful transatlantic flight in the United States naval flying boat NC-4 in May 1919. (Act of 9 Feb 1929.)

MEDAL COMMEMORATING THE BYRD ANTARCTIC EXPEDITION OF 1928-30

This medal was established for award to the officers and men of the Byrd Antarctic Expedition to express the high admiration in which the Congress and the American people hold their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic Continent. (Act of 23 May 1930.)

MEDAL COMMEMORATING THE SECOND BYRD ANTARCTIC EXPEDITION OF 1933-35

This medal was established for award to the deserving personnel of the Second Byrd Antarctic Expedition that spent the winter night at Little America or who commanded either one of the expedition ships throughout the expedition, to express the high admiration in which the Congress and the American people hold their heroic and undaunted accomplishments for science, unequaled in the history of Polar exploration. (Act of 2 June 1936.)

UNITED STATES ANTARCTIC EXPEDITION MEDAL (1939-41)

This medal was established for award to the members of the United States Antarctic Expedition of 1939-41 in recognition of their valuable services to the Nation in the field of Polar exploration and science.

AUTHORIZED BY: Act of Congress approved 24 Sept 1945.

SERVICE MEDALS

CIVIL WAR MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between 15 Apr 1861 and 9 Apr 1865.

EXPEDITIONARY MEDAL

(Navy and Marine Corps, initial award 1874)

The medal will be awarded to the officers and enlisted men of the Navy and Marine Corps who shall have actually landed on foreign territory

and engaged in operations against armed opposition, or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded.

No person in the Navy or Marine Corps service is entitled to more than one Expeditionary Medal (either Navy or Marine Corps). Participation in more than one expedition will be recognized by the issue of bronze stars (one star for each expedition in excess of one), to be worn on the ribbon of the Expeditionary Medal.

All officers and men of the Navy and Marine Corps who, under the above-mentioned conditions, took part in certain authorized operations listed in the Bureau of Naval Personnel Manual between the dates designated, may submit to the Chief of Naval Personnel or the Commandant, United States Marine Corps, respectively, through official channels, applications for the above medal. The applications should include the names and dates of the expeditions and a statement to the effect that the applicant actually served ashore as a member of a landing party during the period for which the medal is claimed.

Navy and Marine Corps personnel who served in the defense of Wake Island 7 Dec to 22 Dec 1941, will wear a Silver "W" on the service ribbon of the appropriate Expeditionary Medal.

SPANISH CAMPAIGN MEDAL

This medal is issued to all persons who were in the naval service between 20 Apr 1898 and 10 Dec 1898.

PHILIPPINE CAMPAIGN MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Philippine waters during the period 4 Feb 1899 and 15 Sept 1906 and were attached to certain vessels between designated dates.

CHINA RELIEF EXPEDITON (1900-1901)

This medal is issued to officers and enlisted men of the Navy who served in the Navy in Chinese waters during the period 5 Apr 1900 to 27 May 1901 and were attached to certain vessels between designated dates.

CUBAN PACIFICATION MEDAL

This medal is issued to all officers and enlisted men of the Navy who served ashore in Cuba during the period 12 Sept 1906 to 1 Apr 1909, or who were attached to certain vessels between designated dates.

NICARAGUAN CAMPAIGN MEDAL (1912)

This medal is issued to officers and enlisted men of the Navy and Marine Corps who served in Nicaragua or on board certain vessels during the period 29 July to 14 Nov 1912.

MEXICAN SERVICE MEDAL

This medal is issued to all officers and enlisted men of the Navy and Marine Corps who served on shore at Vera Cruz from 21 Apr to 23 Apr 1914 or on board certain vessels between designated dates.

HAITIAN CAMPAIGN MEDAL (1915)

This medal is issued to any officer or enlisted man of the Navy or Marine Corps who served in Haiti during the period 9 July to 6 Dec 1915, or any part of such period; also officers and enlisted men who were attached to certain vessels between designated dates.

DOMINICAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Santo Domingo from 5 May to 4 Dec 1916; also the officers and enlisted men who were attached to certain vessels between designated dates.

VICTORY MEDAL

(World War I)

This medal is issued to all persons in the naval service who served on active duty between 6 Apr 1917 and 11 Nov 1918, or who entered the naval service on or after 12 Nov 1918, and prior to 30 Mar 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: *Albany, Brooklyn, Des Moines,* Eagle No. 1, Eagle No. 2, Eagle No. 3, *New Orleans, Sacramento, South Dakota,* or *Yankton.*

A service clasp with the duty inscribed thereon, to be worn on the ribbon of the medal, will be authorized for each person who performed certain duties between designated dates.

A bronze star, three-sixteenths of an inch in diameter, will be placed on the service ribbon in lieu of clasp authorized. When any person has been commended as the result of the recommendation of the board of awards by the Secretary of the Navy for performance of duty not justifying the award of a Medal of Honor, a Distinguished Service Medal, or a Navy Cross, he shall wear a silver star for each such citation.

A bronze Maltese cross, three-sixteenths of an inch in diameter, will be placed on the service ribbon for those officers and men of the Marine Corps and Medical Corps, United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 Apr 1917 and 11 Nov 1918, and who are not entitled to any clasp.

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-23)

The act of 21 Nov 1941 provides: "That the Secretary of War is hereby authorized and directed to procure and issue an Army of Occupation of Germany Medal of appropriate design, including suitable appurtenances, to be issued to each officer and enlisted man of the armed forces, or to the nearest of kin surviving of those deceased, who served in Germany or Austria-Hungary during the period of occupation at any time during the inclusive period from 12 Nov 1918 to 11 July 1923: Provided, That such medals and appurtenances shall not be issued in cases where the person has, during or subsequent to such service, been dismissed or discharged other than honorably from the service, or deserted."

Qualification for the Army of Occupation of Germany Medal is service ashore in Germany or Austria-Hungary between 12 Nov 1918 and 11 July 1923. A member of the naval service attached to and serving on board a vessel of the United States Navy in a port of Germany or Austria-Hungary is not entitled to this medal unless he was detached from the ship for temporary duty ashore by competent authority.

HAITIAN CAMPAIGN MEDAL (1919-20)

This medal will be issued to the officers and men of the Navy and Marine Corps who participated in the operations in Haiti from 1 Apr 1919 to 15 June 1920, and any officer or enlisted man of the Navy or Marine Corps who served in Haiti during this period is entitled to this medal, as are also the officers and enlisted men who were attached to certain vessels between designated dates.

SECOND NICARAGUAN CAMPAIGN MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Nicaragua between 27 Aug 1926 and 2 Jan 1933.

The award will be made to the officers and enlisted men of the Navy and Marine Corps who served on shore in Nicaragua between the dates mentioned, and to the officers and enlisted men who were attached to and serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

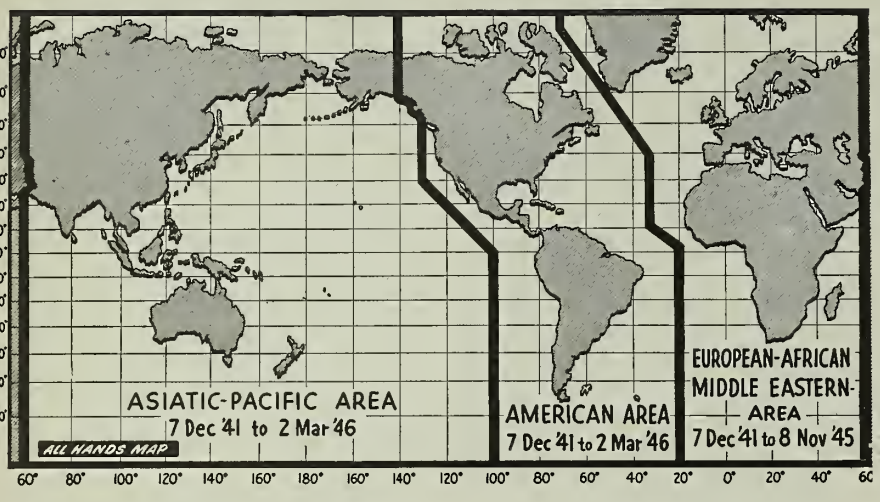
YANGTZE SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River in a landing force during the periods between 3 Sept 1926 and 21 Oct 1927; and from 1 Mar 1930 to 31 Dec 1932; and also by the officers and enlisted men who were attached to the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

CHINA SERVICE MEDAL

This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during operations in China from 7 July 1937 to 7 Sept 1939. The award will be made to the officers and enlisted men who participated in

MAP OF AREA CAMPAIGN MEDAL THEATERS



these operations and to the officers and enlisted men serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated. The period of eligibility for this medal has been extended to include service in China from 2 Sept 1945 to a date to be determined later. Ships and units eligible under the extension will be published in a forthcoming General Order.

AMERICAN DEFENSE SERVICE MEDAL

This medal will be awarded to all persons in the naval service who served on active duty between 8 Sept 1939 and 7 Dec 1941, both dates inclusive.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to this award.

A service clasp, "Fleet" or "Base," is authorized to be worn on the ribbon of the medal by each person who performed duties as set forth below. No person is entitled to more than one such clasp.

(a) *Fleet.*—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific, or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations.

Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered "regularly attached" and are not entitled to the fleet clasp.

(b) *Base.*—For service on shore at bases and naval stations outside the continental limits of the United States.

Duty in Alaska is considered outside the continental limits of the United States.

A bronze star, three-sixteenths of an inch in diameter, will be worn on the service ribbon in lieu of any clasp authorized.

A bronze "A" will be worn on the service ribbon by personnel of vessels attached to and operating with the Atlantic Fleet in actual or potential belligerent contact with the Axis forces at any time between 22 June 1941 and 7 Dec 1941. See list of vessels with dates eligible in the Bureau of Naval Personnel Manual.

AREA CAMPAIGN MEDALS

American, European-African-Middle Eastern and Asiatic-Pacific campaign medals

These medals may be awarded to members of the land and naval forces of the United States, including the Women's Reserve of the United States Naval Reserve, and to members of the Women's Army Auxiliary Corps whose service during periods designated below under the appropriate medals, meets the requirements set forth in the Bureau of Naval Personnel Manual.

For the purposes of this order, the Territory of Alaska shall be considered as outside the continental limits of the United States.

The geographical definitions of the respective areas are defined as follow:

American Area

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

EAST BOUNDARY: From the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, thence southeast through Davis Strait to the intersection of the 40th parallel north latitude, and the 35th meridian west longitude, thence south along that meridian to the 10th parallel north latitude, thence southeast to the intersection of the Equator and the 20th meridian west longitude, thence along the 20th meridian west longitude to the South Pole.

WEST BOUNDARY: From the North Pole, south along the 141st meridian west longitude to the east boundary of Alaska, thence south and southeast along the Alaska boundary to the Pacific Ocean, thence south along the 130th meridian to its intersection with the 30th parallel north latitude, thence southwest to the intersection of the Equator and the 100th meridian west longitude, thence south along the 100th meridian west longitude to the South Pole.

European-African-Middle Eastern Area

(7 Dec 1941 to 8 Nov 1945, both dates inclusive)

EAST BOUNDARY: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

WEST BOUNDARY: Coincident with the east boundary of the American area.

Asiatic-Pacific Area

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

EAST BOUNDARY: Coincident with the west boundary of the American area.

WEST BOUNDARY: Coincident with the east boundary of the European-African-Middle Eastern area.

WORLD WAR II VICTORY MEDAL

This medal may be awarded to members of the armed forces of the United States or of the Government of the Philippine Islands who served on active duty in World War II at any time between 7 Dec 1941 and 31 Dec 1946, both dates inclusive.

NAVY OCCUPATION SERVICE MEDAL

This medal may be issued to personnel of the Navy, Marine Corps, and Coast Guard who shall have participated in the occupation of certain territories of the enemies of the United States during World War II. Regulations governing this award relative to areas, organizations, units, ships, and personal eligibility will be promulgated in a Navy Department General Order at a later date.

PHILIPPINE DEFENSE RIBBON

This ribbon was established by the Philippine Commonwealth and authorized to members of the Armed Forces of the United States who served in the defense of the Philippines during the period 7 Dec 1941 to 15 June 1942.

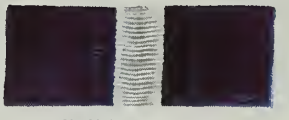
PHILIPPINE LIBERATION RIBBON

This ribbon was established by the Philippine Commonwealth and authorized to members of the Armed Forces of the United States who participated in the operations in the pre-

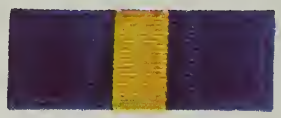
RIBBONS OF DECORATIONS AND MED



MEDAL OF HONOR



NAVY CROSS



DISTINGUISHED SERVICE MEDAL



SILVER STAR MEDAL



AIR MEDAL



COMMENDATION RIBBON



PURPLE HEART



SPECIALLY MERITORIOUS MEDAL



RESERVE SPECIAL COMMENDATION RIBBON



NAVY GOOD CONDUCT MEDAL



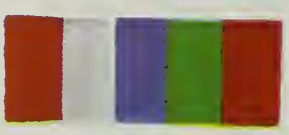
MARINE CORPS GOOD CONDUCT MEDAL



NAVAL RESERVE MEDAL



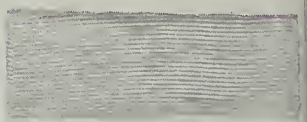
PEARY POLAR EXPEDITION MEDAL



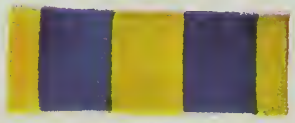
NC-4 MEDAL



BYRD ANTARCTIC EXPEDITION MEDAL



SECOND BYRD ANTARCTIC EXPEDITION MEDAL



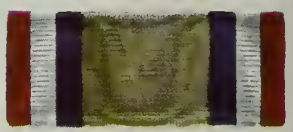
SPANISH CAMPAIGN MEDAL



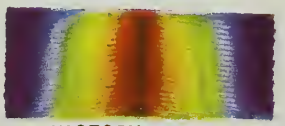
PHILIPPINE CAMPAIGN MEDAL



CHINA RELIEF EXPEDITION MEDAL



CUBAN PACIFICATION MEDAL



VICTORY MEDAL WORLD WAR I



HAITIAN CAMPAIGN MEDAL (1919–1920)



SECOND NICARAGUAN CAMPAIGN MEDAL



YANGTZE SERVICE MEDAL



ASIATIC-PACIFIC AREA CAMPAIGN MEDAL



WORLD WAR II VICTORY MEDAL



NAVY OCCUPATION SERVICE MEDAL



PHILIPPINE DEFENSE RIBBON

DEVICES WORN



3/8" Gold Star worn on Suspension Ribbon in lieu of 2d award



5/16" Gold Star worn on ribbon bar in lieu of 2d award



5/16" Silver Star worn on ribbon bar in lieu of 5 awards same decoration



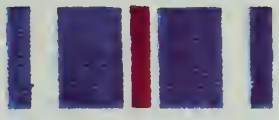
3/16" Bronze Star worn on PUC, NUC, CR and campaign ribbons as prescribed

5/16" Silver in lieu of 5

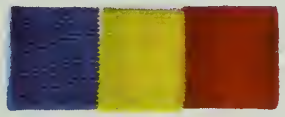
ALS AWARDED TO NAVAL PERSONNEL



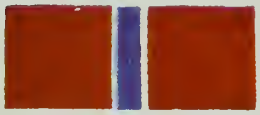
LEGION OF MERIT



DISTINGUISHED FLYING CROSS



NAVY AND MARINE CORPS MEDAL



BRONZE STAR MEDAL



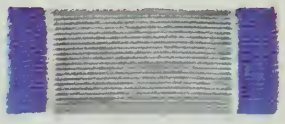
PRESIDENTIAL UNIT CITATION



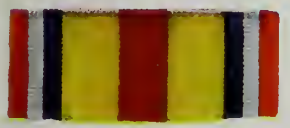
NAVY UNIT COMMENDATION



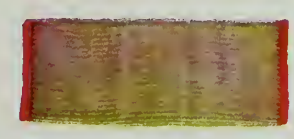
GOLD LIFE SAVING MEDAL



SILVER LIFE SAVING MEDAL



ORGANIZED MARINE CORPS RESERVE MEDAL



MARINE CORPS RESERVE RIBBON



DEWEY MEDAL



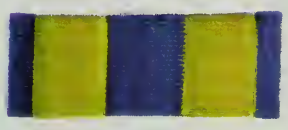
SAMPSON MEDAL



U. S. ANTARCTIC EXPEDITION MEDAL 1939–1941



CIVIL WAR MEDAL



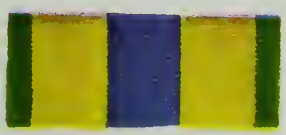
NAVY EXPEDITIONARY MEDAL



MARINE CORPS EXPEDITIONARY MEDAL



NICARAGUAN CAMPAIGN MEDAL (1912)



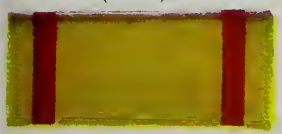
MEXICAN SERVICE MEDAL



HAITIAN CAMPAIGN MEDAL (1915)



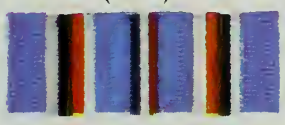
DOMINICAN CAMPAIGN MEDAL



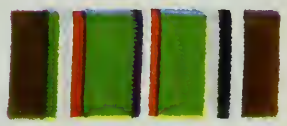
CHINA SERVICE MEDAL



AMERICAN DEFENSE SERVICE MEDAL



AMERICAN AREA CAMPAIGN MEDAL



EUROPEAN-AFRICAN-MIDDLE EASTERN AREA CAMPAIGN MEDAL



PHILIPPINE LIBERATION RIBBON



PHILIPPINE INDEPENDENCE RIBBON



NAVY EXPERT RIFLEMAN MEDAL



NAVY EXPERT PISTOL SHOT MEDAL

PON RIBBONS



3/8" Bronze letter A worn on American Defense Service Medal as prescribed



3/8" Silver letter W worn on Navy Expeditionary Medal for Wake Island



1/4" Bronze letter V worn for combat award of Legion of Merit and Bronze Star Medal



3/16" Bronze Maltese Cross worn on WW I Victory Medal by Medical Corps for service in

r worn
e Stars

scribed Philippine area resulting in the liberation of the Philippines during the period 17 Oct 1944 to 3 Sept 1945.

PHILIPPINE INDEPENDENCE RIBBON

This ribbon was established by the President of the Philippine Republic and authorized to members of the Armed Forces of the United States who were on active duty status in the Philippine Territory on 4 July 1946.

GUNNERY MEDALS

EDWARD TRENCHARD MEDAL

This medal is awarded annually on 1 July to the set of three turret pointers attaining the highest merit for turret guns at short-range battle practice.

KNOX GUN-POINTER MEDAL

The Knox gun-pointer medals are awarded annually by the Knox Trophy Foundation to the set of gun pointers making the highest merit for guns at short-range battle practice.

SMALL ARMS MEDALS AND BADGES

NAVY DISTINGUISHED MARKSMAN GOLD BADGE

This badge is awarded to individuals who have won three medals in either or both the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT'S GOLD BADGE

This badge is awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN'S MEDAL

This medal is awarded for attaining qualification as expert with either the rifle or carbine in prescribed courses.

NAVY EXPERT PISTOL SHOT'S MEDAL

This medal is awarded for attaining qualification as expert with either the .45 caliber pistol or .38 caliber revolver in prescribed courses.

(NOTE. — Detailed regulations for the above four awards will be found in ch. 19 of the Landing Force Manual, as will regulations for the Fleet Rifleman's and Fleet Pistol Shot's Badges, which do not have equivalent ribbons.)

MARINE CORPS AWARDS

(In Addition to Navy Awards)

U. S. MARINE CORPS BREVET MEDAL

(No longer awarded)

This medal was awarded to the holder of a commission issued by the President and conferred by the Senate for distinguished service in the presence of the enemy. It was prescribed by the Secretary of the Navy on 7 June 1921, and ranks immediately after the Congressional Medal of Honor. Brevet commissions were conferred upon 23 Marine Corps officers in the Mexican War, Civil War. Spanish-American War, Philippine Insurrection, and the Boxer hostilities of 1900.

MARINE CORPS GOOD CONDUCT MEDAL

Effective 10 Dec 1945, and retroactive to current service-record books *as of that date*, the following regulations will govern the awarding of Good Conduct Medals and bars:

(1) Service—Same as for the Navy.

(2) Conduct Requirements—Same as for Navy except that applicant is allowed two commanding officers' punishments, and markings in service record book not considered under requirement for award.

NOTE: By the term "current Service-Record Book" is meant the books still open and includes the period of service covered by that book only. Entries of previous service in this book are not considered.

ORGANIZED MARINE CORPS RESERVE MEDAL

To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for 4 consecutive years; must attend at least 38 drills yearly for 4 consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge. (The medal was authorized by the Secretary of the Navy on 19 Feb 1939.)

MARINE CORPS RESERVE RIBBON

This ribbon is awarded to any member of the Marine Corps Reserve who shall have completed 10 years honorable service in any Class or combination of Classes of the Marine Corps Reserve, and whose subsequent service, if any, is satisfactory, except as noted below:

Service on active duty, except training duty, and service by which a Reservist qualifies or has qualified for the Organized Marine Corps Reserve Medal, may not be counted in computing the ten years required to qualify for the Marine Corps Reserve Ribbon.

No person will be eligible for this award who was a member of the Marine Corps Reserve in time of war and who did not serve on active duty during the course of the war.

For each additional award for ten years of such honorable service, a bronze star may be worn on the Marine Corps Reserve Ribbon.

COAST GUARD AWARDS

(In addition to Navy Awards)

Medals and devices worn by Coast Guard personnel are awarded in accordance with Coast Guard regulations.

FOREIGN DECORATIONS

Awards tendered to personnel by foreign governments must be approved by existing law and the Navy Department before final acceptance. In the absence of proper authority, where refusal would cause embarrassment to the power conferring it, such award may be accepted subject to approval by an Act of Congress and should be forwarded to the Bureau of Naval Personnel for disposition until acceptance becomes legal.

MEDAL OF HONOR ROLL

Public Act No. 56, approved 27 Apr 1916, established in the War Department and in the Navy Department, respectively, a roll, designated as "the Army and Navy Medal of Honor Roll."

Upon written application made to the Secretary of the proper department, and subject to the conditions and requirements hereinafter contained, the name of each surviving person who has served in the military or naval service of the United States in any war, who has attained or shall attain the age of 65 years, and who has been awarded a medal of honor for having in action involving actual conflict with an enemy distinguished himself conspicuously by gallantry or intrepidity, at the risk of his life, above and beyond the call of duty, and who was honorably discharged from service by muster out, resignation, or otherwise, shall be, by the Secretary of the proper department, entered and recorded on said Roll. (Note: Personnel placed on the retired list of the Navy are considered as members of the Naval Service.) Applications for entry on said roll shall be made in such form and under such regulations as shall be prescribed by the War Department and Navy Department, respectively, and proper blanks and instructions shall be, by the proper Secretary, furnished without charge upon request made by any person claiming the benefits of this act.

It shall be the duty of the Secretary of War and of the Secretary of the Navy to carry this act into effect and to decide whether each applicant, under this act, in his department is entitled to the benefit of this act. If the official award of the Medal of Honor to the applicant, or the official notice to him thereof, shall appear to show that the Medal of Honor was awarded to the applicant for such an act as is required by the provisions of this act, it shall be deemed sufficient to entitle the applicant to such special pension without further investigation. Otherwise all official correspondence, orders, reports, recommendations, requests, and other evidence now on file in any public office or department shall be considered. A certificate of service and of the act of heroism, gallantry, bravery, or intrepidity for which the Medal of Honor was awarded, and of enrollment under this act, and of the right of the special pensioner to be entitled to and to receive the special pension herein

WEARING OF DECORATIONS, MEDALS, BADGES AND RIBBONS

12-1. GENERAL.—In accordance with the instructions contained in the Bureau of Naval Personnel Manual, certain decorations, medals, and badges are authorized for the U. S. Navy. In addition, other decorations, medals, and badges may be worn as outlined herein. Temporarily only the ribbon bars of decorations, medals, and badges listed herein are authorized for wear on the naval uniform, except as noted in Art. 12-2(b).

(a) DESCRIPTION OF RIBBONS.—Ribbons of decorations, medals, and badges shall be made in ½" lengths of the same ribbon that supports the decoration, medal, or badge, with sufficient stiffening to keep them from wrinkling. These ribbons shall be exact replicas of the ribbons that support the decorations, medals, or badges and shall not be impregnated with unnatural preservatives nor be worn with artificial protective coverings.

(b) MANNER OF WEARING ON UNIFORMS.—All ribbons of decorations, medals, and badges to which an individual is entitled shall be worn in horizontal rows of three each without intervals, if that number or more be possessed. If not in multiples of three, the upper row shall contain the lesser number, the center of this row to be over the center of the one below it. Ribbons may be sewed to uniforms or arranged on a bar or bars to be attached to uniforms. They shall be worn on the left breast with the lower edge of the bottom row approximately ½" above the pocket and clear of the lapel, as far as practicable (or approximately in that position if the uniform has no pocket or lapel), except that on the coat of the nurses' gray seersucker working uniform one or two rows of ribbons shall be centered on the left pocket flap and each succeeding row shall be worn above the pocket flap. The arrangement of ribbons by seniority shall be from top down and from inboard-outboard.

(c) WEARING OF DECORATIONS, MEDALS, BADGES AND RIBBONS ON CIVILIAN CLOTHES.—Decorations, medals, badges, and ribbons shall not be worn on overcoats, nor with civilian clothes, except that on appropriate occasions miniature medals complete with authorized appurtenances (except the Medal of Honor) may be worn with civilian evening dress. Miniature replicas of ribbons of decorations, medals, and badges (except the Medal of Honor), made in the form of lapel buttons, may be worn on civilian clothes. The ribbon of the Medal of Honor, made up in rosette form, may be worn on civilian clothes. Honorable discharge buttons may be worn with civilian clothes.

12-2. AMERICAN DECORATIONS, MEDALS AND BADGES — ORDER OF ARRANGEMENT:

(a) Ribbons of American decorations, medals, and badges shall be worn in the following order. Ribbons of medals or badges awarded for service performed while in the Army, Marine Corps, Coast Guard, or other branch of the Government, if not included in the following, should be worn in the order specified by the respective services. In all cases of relative priority Navy decorations, medals, or badges shall take precedence. If awarded for war or campaign service, they should be worn to conform with the chronological sequence as set forth in the following list, but if for other meritorious conduct or service proficiency, they should be worn to conform with the general plan as set forth in these regulations and, as far as consistent, with the order specified by their respective services. No decorations, medals, badges, or ribbons other than those authorized in this chapter, or those which may hereafter be authorized, shall be worn.

Medal of Honor
Marine Corps Brevet Medal
Navy Cross
Distinguished Service Cross
Distinguished Service Medal
Silver Star Medal
Legion of Merit
Distinguished Flying Cross
Navy and Marine Corps Medal
Soldier's Medal
Bronze Star Medal
Air Medal
Commendation Ribbon
Purple Heart
Specially Meritorious Medal (no longer awarded)
Presidential Unit Citation
Distinguished Unit Emblem (worn by naval personnel on left breast with other awards)
Navy Unit Commendation
Gold Life Saving Medal (old and new)
Silver Life Saving Medal (old and new)
Reserve Special Commendation Ribbon
Navy Good Conduct Medal
Marine Corps Good Conduct Medal
Army Good Conduct Medal
Coast Guard Good Conduct Medal
Naval Reserve Medal

Medal of Honor Roll

(Continued from preceding page)

granted, shall be furnished each person whose name shall be so entered on said roll. The Secretary of War and the Secretary of the Navy shall deliver to the Commissioner of Pensions a certified copy of each of such said certificates as he may issue, as aforesaid, and the same shall be full and sufficient authority to the Commissioner of Pensions for the payment by him to the beneficiary named in each such certificate the special pension herein provided for.

Each such surviving person whose name shall have been entered on said roll in accordance with this act shall be entitled to and shall receive and be paid by the Commissioner of Pensions in the Department of the Interior, out of any moneys in the Treasury of the United States not otherwise appropriated, a special pension of $10 per month for life, payable quarterly. The Commissioner of Pensions shall make all necessary rules and regulations for making payment of such special pensions to the beneficiaries thereof.

Such special pensions shall begin on the day that each person shall file his application for enrollment on said roll in the office of the Secretary of War or of the Secretary of the Navy after the passage and approval of this Act, and shall continue during the life of the beneficiary.

Such special pension shall not deprive any such special pensioner of any other pension or of any benefit, right, or privilege to which he is or may hereafter be entitled under any existing or subsequent law, but shall be in addition thereto.

The special pension allowed under this act shall not be subject to any attachment, execution, levy, tax, lien, or detention under any process whatever.

In case any person has been awarded two or more Medals of Honor, he shall not be entitled to and shall not receive more than one such special pension.

Rank in the service shall not be considered in applications filed under this act.

Organized Marine Corps Reserve Medal
Marine Corps Reserve Medal
Dewey Medal
Sampson Medal
Peary Polar Expedition Medal
NC-4 Medal
Byrd Antarctic Expedition Medal (1928-30)
Second Byrd Antarctic Expedition Medal (1933-35)
U.S. Antarctic Expedition Medal (1939-41)
Civil War Campaign Medal
Indian Campaign Medal
Expeditionary Medal
Spanish Campaign Medal
Spanish War Service Medal
Army of Puerto Rican Occupation
Army of Cuban Occupation
Philippine Campaign Medal
Philippine Congressional Medal
China Relief Expedition Medal
China Campaign Medal
Cuban Pacification Medal
Army of Cuban Pacification Medal
Nicaraguan Campaign Medal (1912)
Mexican Service Medal
Haitian Campaign Medal (1915)
Mexican Border Service Medal
Dominican Campaign Medal
Victory Medal—World War I
Army of Occupation of Germany Medal (1918-23)
Haitian Campaign Medal (1919-20)
Second Nicaraguan Campaign Medal
Yangtze Service Medal
China Service Medal
American Defense Service Medal
Area Campaign Medals (worn in order earned):
(1) American Area Campaign Medal
(2) European-African-Middle Eastern Area Campaign Medal
(3) Asiatic-Pacific Area Campaign Medal
Victory Medal—World War II
Navy Occupation Service Medal
Army of Occupation Medal
Philippine Defense Ribbon
Philippine Liberation Ribbon
Philippine Independence Ribbon
Admiral Trenchard Section, Navy League, Turret-Gun-Pointer Medal
Knox Trophy Gun-Pointer Medal
Bailey Medal
Merchant Marine Distinguished Service Medal
Merchant Marine Meritorious Service Medal
Merchant Marine Gallant Ship Unit Citation
Merchant Marine Mariners Medal
Merchant Marine Combat Bar
Merchant Marine Defense Bar
Merchant Marine War Zone Bars (worn in order earned):
(1) Atlantic War Zone
(2) Mediterranean Middle-East War Zone
(3) Pacific War Zone

(b) The following order is prescribed for medals or badges for excellence in small arms firing. When ribbons are prescribed, any of these medals or badges not having a ribbon may be worn ¼" below the center of the bottom row of ribbons.

(1) Expert team riflemen's medol (no longer issued)
(2) Expert riflemon's bar (no longer issued)
(3) Sharpshooter's medal (no longer issued)
(4) Expert pistol shot's pin (no longer issued)
(5) Navy, Marine Corps, and Coast Guord distinguished morksman's medal
(6) Navy, Morine Corps, and Coast Guord distinguished pistol shot's medal
(7) Fleet rifleman's bodge
(8) Fleet pistol shot's badge
(9) Novy and Coast Guard expert riflemon's medol (not worn if (5) is held)
(10) Marine Corps expert rifleman's badge (not worn if (5) is held)
(11) Navy ond Coost Guard expert pistol shot's medal (not worn if (6) is held)
(12) Morine Corps expert pistol shot's bodge (not worn if (6) is held) (no longer issued)

12-3. Badges (Optional).—The wearing of the following medals or badges (or their ribbons) for excellence in small arms is optional with the holder, but if any of these are worn, none of the ribbons of the decorations, medals, or badges listed in Art. 12-2 shall be worn at the same time.

(a) Marine Corps shorpshooter's bodge
(b) Marine Corps marksmon's bodge
(c) Marine Corps rifle competition badge
(d) U. S. Fleet, Fleet and Force rifle motch "place" medal
(e) Morine Corps division rifle competition badge
(f) Marine Corps pistol competition badge
(g) U. S. Fleet, Fleet and Force pistol motch "place" medal
(h) Morine Corps division pistol competition badge
(i) Lauchheimer trophy badge
(j) Medals won by winning teams in Fleet and Force rifle and pistol matches
(k) Medals won in the national matches
(l) Short-range battle-practice medal for midshipmen
(m) Medal for Naval Reserve Officers' Training Corps
(n) Marine Corps Basic Badge (for infontry weopons other than rifle) has the following bars fastened between the holding pin and medollion of basic badge:
(1) EX—Bayonet (no longer issued)
(2) EX or SS—Pistol (38 and 45 cal.)
(3) EX or SS—Auto. rifle
(4) EX or SS—Sub-machine gun
(5) EX or SS—Machine gun (no longer issued)
(6) EX or SS—Thompson sub-machine gun (no longer issued)
(7) EX or SS—Howitzer (no longer issued)
(8) EX or SS—L. Arty. (no longer issued)
(9) EX or SS—Defense Arty. (no longer issued)
(10) EX or SS—Carbine
(o) Marine Corps Expert Rifleman's Requalification Bar (worn with Expert Riflemon's Badge)

12-4. Badges of Military Societies, Veterans' Organizations, and Miscellaneous Civilian Organizations:

(a) An Act of Congress permits officers and enlisted men of the Army, Navy, and Marine Corps who are members in their own right of military societies commemorative of wars of the United States (including the Revolutionary War, War of 1812, Mexican War, Civil War, Spanish-American War and the incidental insurrection in the Philippines, the China Relief Expedition of 1900, and World War I) to wear the distinctive medals or badges adopted by those societies on all ceremonial occasions. Persons who by right of inheritance and election are members of these societies are members thereof in their own right.

(b) Officers and enlisted men who are members of the societies mentioned in (a) above, or of those listed below may wear the medals or badges adopted by those societies with the decorations, medals, and badges listed in Art. 12-2 while actually attending meetings or conventions or while participating in parades or other ceremonies as members of such organizations. These medals or badges shall be worn after those listed in Art. 12-2.

(1) Regular Army and Navy Union and the Army and Navy Union of the United States.

(2) Corps and division badges of the Civil and Spanish-American Wars.

(3) American Legion, Veterans of Foreign Wars, and other officially recognized veterans' societies.

(4) Medical or scientific societies (including awards of such societies).

12-5. Foreign Decorations:

(a) When authorized by law the wearing of ribbons of foreign decorations or service medals is optional, except as otherwise prescribed below. They shall be worn on the same occasions as prescribed for ribbons of American decorations, service medals, or badges, respectively, and shall be

arranged in the order of the date of receipt, after all ribbons of American decorations, service medals, and service badges, except that when one individual possesses two or more decorations from the same foreign country, the order of precedence of those particular decorations shall be determined by the rules of the country concerned.

(b) So far as may be consistent with the above, ribbons of foreign decorations and medals will be worn as nearly as practicable in accordance with the regulations of the country concerned.

(c) A person who has received a decoration from the government of a foreign country will wear the ribbon of the decoration as a courtesy to that country when attending any public function in any country in the house of, or in honor of, a public official or other distinguished citizen or subject of the country whose decoration he possesses. The ribbon of a foreign decoration or service medal will not be worn alone; the ribbon of at least one American decoration, medal, or badge must be worn with a foreign award.

12-6. Fourragere.—Officers and chief petty officers entitled to the Fourragere may wear it on all naval uniform coats whenever ribbons of decorations, medals, or badges are authorized to be worn. Other enlisted men entitled thereto may wear the Fourragere on all jumpers whenever ribbons of decorations, medals, or badges are authorized to be worn. In order to attach the Fourragere to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragere, if worn, shall be attached to the left shoulder and under aiguillettes, if they are worn. The left arm will pass through the Fourragere and the small loop will engage the button under the collar, with the metal pencil hanging to the front.

12-7. Insignia to be Worn Upon Ribbons.—Insignia are authorized to be worn upon ribbons as follows:

(a) Gold, Bronze, and Silver Stars:

(1) If an individual already holds any one of the Navy decorations listed in Art. 12-2 (a) above and is awarded the same decoration a second or subsequent time, the Navy will issue a gold star (of a size to be inscribed in a circle 5/16″ in diameter), except for those decorations listed in subparagraph (2) below, to be worn on the ribbon bar of the first award when ribbons only are worn. In lieu of five such stars upon one ribbon, one silver star of the same dimension shall be worn. In the event the second or subsequent award is an Army decoration, an oak leaf cluster, issued by the War Department, shall be worn in lieu of a gold star. (Gold stars, presented in lieu of additional awards of the same decoration, to be worn upon the suspension ribbon of medals shall be of the following sizes: of a size to be inscribed in a circle ⅜″ in diameter for wear on the suspension ribbon of large medals; of a size to be inscribed in a circle ⅛″ in diameter for wear on the suspension ribbon of miniature medals.)

(2) Stars authorized to be worn upon the Presidential Unit Citation ribbon, the Commendation ribbon, the Navy Unit Commendation ribbon, the Navy Good Conduct ribbon, the Naval Reserve ribbon, the Reserve Special Commendation ribbon, and upon campaign ribbons for which a star has been authorized shall be of bronze and of a size to be inscribed in a circle 3/16″ in diameter in lieu of five such stars, one silver star, of a size to be inscribed in a circle 5/16″ in diameter, shall be worn.

(3) The first star authorized to be worn upon a ribbon shall be centered upon the ribbon. If more than one star is worn, they shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star, worn in lieu of five bronze or gold stars, shall be located as near the center of the ribbon as the symmetrical arrangement permits. Stars shall be placed upon the ribbon with one ray pointing down.

(4) All previously authorized stars may continue to be worn in the manner previously prescribed until replaced by new equipment.

(b) Silver Letter "W".—Certain personnel who served in the defense of Wake Island are authorized to wear a silver letter "W" on the service ribbon of the Navy Expeditionary Medal. Such letter shall be ⅜″ in height and shall be worn centered on the ribbon.

(c) Bronze Letter "A".—In accordance with the Bureau of Naval Personnel Manual certain personnel are entitled to wear a bronze letter "A" in lieu of a bronze star on the service ribbon of the American Defense Service Medal. Such letter shall be ⅜″ in height and shall be worn centered on the ribbon. When the "A" is worn, no star shall be worn upon the ribbon.

(d) Combat Distinguishing Device, Bronze Letter "V".—Personnel who have been awarded the Legion of Merit, the Bronze Star, or the Commendation Ribbon for acts or services involving direct participation in combat operations are authorized to wear a Combat Distinguishing Device, a bronze block letter "V," ¼″ in height, in the center of the ribbon. Only one "V" may be worn upon a single ribbon. Gold or silver stars indicating more than one award of the same decoration shall be arranged symmetrically, the first star to the wearer's right of the "V," the second to the left, etc.

(e) Clasps, Silver Star, and Maltese Cross (Victory Medal, World War I).—Service clasps and battle clasps are authorized for wear on the ribbon of the Victory Medal, World War I, only. Personnel who are entitled to such clasps shall wear a bronze star on the service ribbon of the Victory Medal, World War I, when ribbons are prescribed. When any person has been commended by the Secretary of the Navy as a result of the recommendation of the Board of Awards, for performance of duty during World War I not justifying the award of a Medal of Honor, a Distinguished Service Medal, or a Navy Cross, he shall wear a silver star, of a size to be inscribed in a circle 3/16″ in diameter, on the service ribbon of the Victory Medal, World War I, for each such citation. A bronze Maltese cross is placed on the service ribbon for those officers and men of the Medical Corps who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 November 1918, and who are not entitled to any battle clasp provided for by General Order No. 83, War Department, 30 June 1919.

Ribbon Rules

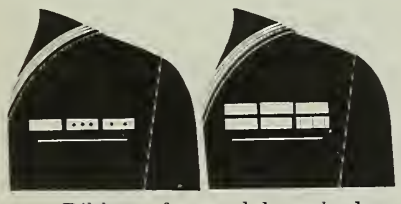
The correct manner in which ribbons of decorations, medals and badges are worn is shown in the drawings below.

• Ribbons are worn in horizontal rows of three each, if you have that many; the rows are ¼ inch apart. Any row with less than three ribbons becomes the top row and is centered over the row **or** rows beneath it.



• Only one "V" (Combat **Distinguishing** Device) may be worn upon a single ribbon. Personnel awarded the Legion of Merit, the Bronze Star or Commendation Ribbon for services or acts performed in actual combat with the enemy are authorized to wear the "V."

• Stars shall be placed in a horizontal line close to and symmetrically about the center of the ribbon. A silver star worn in lieu of five bronze or gold stars, shall be located as near the center of the ribbon as the symmetrical arrangement permits



• Ribbons for medals or badges for excellence in small arms firing are worn immediately following (note striped ribbon above) all decorations, medals and ribbons, as outlined in accompanying article. Foreign decorations and medals are worn to the left of all American decorations.

TABLE OF NAVAL DECORATIONS AND RIBBONS—REGULATIONS FOR

Name of medal and ribbon	Authorized by:	Awarded to	Award for:	Time limits for recommendations or awards	Gratuity
Medal of Honor.	Act of 21 Dec 1861; act of 5 Mar 1901; act of 3 Mar 1915; act of 4 Feb 1919; act of 7 Aug 1942 which supersedes above acts.	Any person who, while in the naval service of the United States shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat or noncombat.	Must be issued within 5 years from date of distinguished act, or recommended within 3 years of act, or service.	$2 per month from date of distinguished act, to enlisted men only.
Medal of Honor (1917-18) (no longer issued).	Act of 4 Feb 1919.	Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.	Combat only.	....do.....	Do.
Navy Cross.....	Act of 4 Feb 1919; act of 7 Aug 1942.	Any person serving with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.	.....do. .	....do.....	Do.
Distinguished Service Medal.	Act of 4 Feb 1919; act of 7 Aug 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Apr 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility.	Combat or noncombat.	...do.....	Do.
Silver Star Medal.	Act of 7 Aug 1942.	Any person who, while serving in any capacity with the Navy of the United States since 6 Dec 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross; also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department.	Combat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSM, or Navy Cross.	$2 per month from date of distinguished act, for enlisted men only, since 6 Dec 1941.
Legion of Merit.	Act of 20 July 1942; Executive Order No. 9260 of 29 Oct 1942.	Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign nations who, since 8 Set 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.	.....do....	No time limit.....	No gratuity provided.
Distinguished Flying Cross.	Act of 2 July 1926; Exec. Order No. 4576 of 28 Jan 1927; Exec. Order No. 7786 of 8 Jan 1938.	Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with U. S. Navy, Marine Corps or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight. Members of military, naval, or air forces of foreign governments, while serving with the United States.	Combat or noncombat.	Must be issued within 3 years or service, or recommended from date of distinguished act within 2 years from date of act or service.	$2 per month from date of distinguished act or service, for enlisted men only.
Navy and Marine Corps Medal.	Act of 7 Aug 1942.	Any person who, while serving in any capacity with the U. S. Navy or Marine Corps, including Reserves, shall have, since 6 Dec 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has formerly awarded a letter of commendation for heroism regardless of date, subject to approval of the Board of Decorations and Medals.	Noncombat only.	Must be issued within 5 years from date of distinguished act or service, or recommended within 3 years, except when awarded in lieu of a letter of commendation previously awarded for heroism.	No gratuity for services prior to 7 Dec 1941 $2 per month from date of distinguished act, after 7 Dec 1941, for enlisted men only.
Bronze Star Medal.	Exec. Order No. 9419 of 4 Feb 1944.	Any person serving with Army, Navy, Marine Corps or Coast Guard on or after 7 Dec 1941 who distinguishes himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy.	Combat or noncombat.	No time limit.....	No gratuity authorized.
Air Medal.....	Exec. Order No. 9158 of 11 May 1942; Gen. Order No. 175 of 27 June 1942.	Any person who, while serving with Army, Navy, Marine Corps or Coast Guard of the United States in any capacity, subsequent to 8 Sept 1939, distinguished himself by meritorious achievement while participating in an aerial flight.	.....do ...	....do.....	Do.
Commendation Ribbon.	Alnav 11-44, 11 Jan 1944.	All personnel of Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by SecNav, Cominch, CincPac or CincLant, or a Fleet Commander of rank of Vice Admiral or above, for an act of heroism or service performed since 6 Dec. 1941 (but ribbon may not be worn for letters received after 11 Jan 1944 unless text so authorizes, or for any letters from Fleet Commanders prior to 13 Sept 1944).	.....do	....do.....	Do.
Purple Heart...	Exec. Order No. 9277 of 3 Dec 1942; Gen. Order No. 186 of 21 Jan 1943.	Persons wounded in action against the enemy of the United States while serving with the Navy, Marine Corps, or Coast Guard of the United States or as result of act of such enemy, if wound necessitated treatment by medical officer. Also to next of kin of persons killed in action.	Combat only.	....do.....	Do.
Specially Meritorious Medal, War with Spain (no longer issued).	Act of 3 Mar 1901.	Officers and men of the Navy and Marine Corps who rendered specially meritorious service, other than in battle, during the War with Spain.	Noncombat only.	....do.....	Do.
Presidential Unit Citation.	Exec. Order 9050 of 6 Feb 1942; Gen. Order 187 of 3 Feb 1943.	Any ship, aircraft, or naval units, any marine aircraft detachment or higher unit for outstanding performance in action on or after 16 Oct 1941.	Combat only.	....do.....	Do.
Navy Unit Commendation.	Alnav 224 of 18 Dec 1944.	Any ship, aircraft detachment, or other unit in the naval service of the U. S. for outstanding heroism in action against the enemy, but not sufficient to justify the award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations. (Awarded by SecNav only.)	Combat or noncombat.	....do.....	Do.

NOTE.—A gold star is awarded in lieu of a second award of the same decoration. Each additional award, which carries a gratuity, shall entitle the recipient to further additional pay at the rate of $2 per month from date of the distinguished act or service for which the award is made, and such additional pay shall continue throughout his active service, whether such service shall or shall not be continuous.

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Honorable Discharge

SIR: Is a man eligible for an honorable discharge if he had two summary court martials during the first year of his first enlistment?—M. L. S., S1, USN.

• *No, unless (1) BuPers approves his CO's recommendation for an honorable discharge; (2) he has been awarded a Medal of Honor, has been decorated for heroism or distinguished service or has received a letter of commendation from SecNav; or (3) he is discharged as a result of disability received in action against an enemy. (See Section 1, Chapter 9, Part D, of BuPers Manual.) If he is not eligible for an honorable discharge under one of these conditions, he may receive a discharge under honorable conditions. One SCM conviction would have no effect on the character of discharge given—except to make it tougher to meet the 3.25 conduct mark required for all honorable discharges. Except for the bar against most men with one general or two summary convictions, the type of discharge a man earns depends upon his entire record.*—ED.

No Rate for PBX Operators

SIR: Is there a rate for PBX operators? I know that Waves doing that work hold the rate of SPXSB. Can I strike for that rate?—H. R. G., S2, USN.

• *No. The SPXSB rating was established primarily for Class V-10 personnel. Regular Navy personnel are not eligible for advancement in this rating group (see BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). SPXSB is not included in the new rating structure for the regular Navy.*—ED.

More Poetry than Truth

SIR: I have recently heard of an Alnav which states that all men who enlisted for a period of four years or for a minority cruise when they were 17 can be discharged two years after the date of their enlistment. Is there any truth to this?—K. E. L., S1, USN.

• *Pure scuttlebutt.*—ED.

Ships' Sponsors

SIR: Can you tell me who christened these ships? (1) USS *Philippine Sea* (CV 47). (2) USS *Leyte* (CV 32). (3) USS *Corregidor* (CVE 58). (4) USS *Mindoro* (CVE 120). (5) USS *Cebu* (ARG 6).—J. B. V., STM2, USN.

• *(1) Mrs. Albert B. Chandler, wife of Albert B. Chandler, then U. S. Senator from Kentucky, 5 Sept 1945 (2) Mrs. James M. Mead, wife of James M. Mead, then U. S. Senator from New York, 23 Aug 1945. (3) Mrs. John Hallett, 12 May 1943 (this was a Maritime Commission hull). (4) Mrs. R. L. Bowman, wife of Capt. R. L. Bowman, USN, 27 June 1945. (5) Mrs. M. G. Bird, 18 Oct 1943 (also a Maritime Commission hull).*—ED.

No Mustering Out Pay

SIR: I went into the Fleet Reserve in 1945 and was placed on the inactive list in November 1946. (1) Am I entitled to mustering out pay? (2) If not, is there a bill pending which would modify this?—J. L., CFC, USNR F4D.

• *(1) No. Mustering out payment is not made to any member of the armed forces who, at the time of discharge or relief from active service, is transferred or returned to the retired list with retirement pay or in a status in which he receives retirement pay. It has been held by the Comptroller General that retainer pay is a form of retirement pay. Consequently, members of the Navy who are transferred to the Fleet Reserve and who are entitled to retainer pay are in a status in which they are ineligible to receive MOP. (2) No.*—ED.

Must Serve Enlistment

SIR: Are men who shipped over for two years to enable them to go to a service school eligible for discharge if they wash out before finishing the school?—H. F. P., ARM1, USN.

• *No. Men who ship over or extend enlistments to establish eligibility for a service school must serve the enlistment whether they complete the school or not.*—ED.

Longevity and Drill Pay

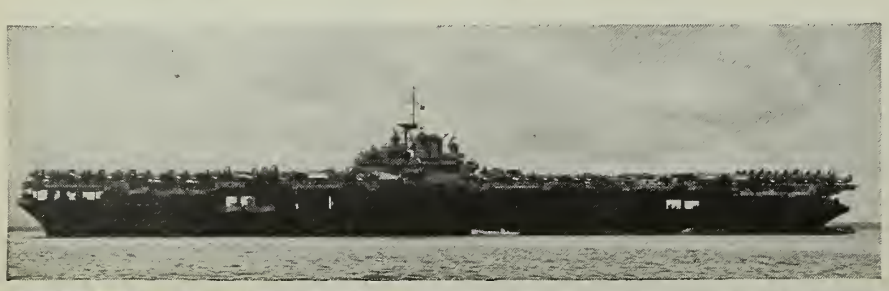
SIR: Are members of the Naval Reserve, Class O1, entitled to longevity on their weekly drill pay?—P. J. M., QM1, USNR.

• *No. Although longevity credit is earned while on inactive duty in the Reserve, it is paid to members only when they perform annual training duty.*—ED.

No Waves on Guam

SIR: We have a man aboard this ship who swears he knew some Waves on Guam during the last year of World War II. Is that possible?—H. E. J., BM2, USN.

• *No. Waves served overseas only in Com 14 (Hawaiian area) on permanent duty. Approximately 4,000 Waves served in that area during the war. In addition, some were assigned temporary duty in the American Theater, including Bermuda, Panama, Puerto Rico, Alaska and the Aleutians. Your friend did not know any Waves on Guam.*—ED.



PHILIPPINE SEA was named after battle in which attempts to reinforce Marianas were defeated.

Likes Bell Bottoms

SIR: Why the frowning on tailor-made blues. I think if a man thinks well enough of the uniform to spend $40 or $50 on a nicely made one, he should be allowed to wear it instead of going ashore disguised in civilian clothes as plenty of the fellows do.

For the past year we've heard a lot about future changes in the uniform. Those of us who really like the Navy don't want any changes. We like the uniform as is, except we do want bell bottom trousers back and a nice cloth (such a tailor-mades) that does not pick up dirt as easily.—R. G., S1, USN.

• *The Navy "frowns" on tailor-mades for the simple reason that they're non-regulation, which means that they're non-uniform. In re your other comments it may be said that the uniform is still under discussion in the Navy Department, that among the features being discussed is the material of all naval uniforms, and that suggestions from the Fleet still are welcomed.*—ED.

Advancement in Rate

SIR: I have 14 months in the Navy and have been S1 for only four months. Is there a directive in effect at this time that authorizes my CO to rate me Y3 due to the lack of yeomen aboard ship?—P. D. C., S1, USN.

• *No. You must serve six months as S1 before being eligible for advancement to Y3. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).*—ED.

Up From the Ranks

SIR: There are hundreds of petty officers, firemen and seamen with an eye on the future who would welcome an intensive course of study to prepare themselves for a permanent commission in the regular Navy. How about something like this:

A small group of regular Navy enlisted men, ages ranging from 18 through 25 (inclusive) with a minimum of 11 years of school, would be carefully selected from the Fleet and appointed midshipmen. The appointees would then be sent to a prep school (similar to that for Annapolis) and at the end of one year's study, those selected for further training would be split into groups and sent to sea on combatant ships of the Fleet. Three years would then be spent at sea in periods ranging from six to nine months in each department on board ship.

At the end of the four-year period, those remaining in the class would be returned to school for about six weeks of review in academic work, upon completion of which they would appear before a selection board to determine their fitness for a permanent commission in the regular Navy.

This plan would be open to all naval personnel and would furnish the naval service with a steady flow of versatile, capable officers from the ranks.—C. R. L., Y1, USN.

• *Your plan looks fine, but somebody beat you to it. The Navy has long recognized the desirability of procuring a percentage of its officers from the ranks. In fact, that's what it's doing now under the Holloway Plan. Nearly 500 enlisted men selected by service-wide competitive examination from naval and marine ranks are now undergoing selection at Great Lakes Training Station for the NROTC and NACP programs. The Holloway Plan is an annual affair. For particulars see* ALL HANDS, *May 1947, p. 50 and June 1947, p. 49.*—ED.

Army Time Counts

SIR: In regard to "Army Time, Navy Retirement" (ALL HANDS, May 1947, p. 28), you say that service in the Army cannot be counted on 20-year transfer to the Fleet Reserve. I did two hitches in the Army and I figure it all counts on 20 in accordance with Public Law 720, 79th Congress, which was promulgated in Alnav 457-46 (NDB, 15 Aug 1946). How about it?—P. L. G., CY, USN.

• *You're right. Active Army time can be counted on transfer to the Fleet Reserve after 20 years' active Federal service, but only under Public Law 720. It cannot be counted on transfer to Class F-5. Active Army time can also be counted on 30-year retirement direct to the retired list.*—ED.

'The Naval Reservist'

SIR: I have seen copies of a paper called *The Naval Reservist* and have been wondering what it is and how I can get a copy. I am a member of the Volunteer Reserve.—D. S. C., F1, USNR (Inactive).

• The Naval Reservist *is published monthly by BuPers and contains news of interest to members of the Naval Reserve. Requests from enlisted personnel to be put on the mailing list of the* Reservist *should be mailed to their District Commandant. Officers should send their requests to BuPers (Attn: Pers 823). There is no charge for the publication.*—ED.

Must Fulfill Requirements

SIR: Is a graduate of a Class A school entitled to S1 automatically upon reaching a duty station, or does he have to take the regular S1 test?—R. P. S., S2, USN.

• *Advancement is not automatic upon reaching a duty station. He must fulfill all requirements for normal advancement to S1 (see Para. 3(c) of BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946).*—ED.

Counting Time Served

SIR: I first enlisted in the Navy in August 1928 and was transferred to the Fleet Reserve, Class F-2, in May 1932. In June 1935 I returned to active duty and have served continuously since. My current enlistment expires in October 1948. Can I count the time served in Class F-2 for transfer to the Fleet Reserve, Class F-5?—R. P. B., CBM, USN.

• *No. Class F-2 time does not count for purposes of transfer to the Fleet Reserve, Class F-5. It does, however, count for longevity and towards retirement from the Fleet Reserve in an inactive duty status.*—ED.

Officers' Raincapes

SIR: In ALL HANDS, May 1947, p. 56, the statement is made that, "Dress uniforms, the boat cloak and the raincape were not included in new chapter II, inasmuch as it is not known at the present time when dress clothes will be required again."

I was under the impression that the officers' raincape, as authorized and pictured in Uniform Regs, 1941, was an article of the service uniform rather than of the dress uniform. I have attempted to buy a raincape but have never found a tailor who stocked them. The Naval Clothing Depot informed me that they were not sold by that activity. Can you advise me on this?—J. H. T., Comdr., USN.

• *The officers' raincape is included in Uniform Regs, 1941, as an optional item of clothing. No explanation of the reason for its adoption has been found, but it is known that the boat cloak was adopted especially for use when full dress was worn, as the regular overcoat and raincoat could not be worn over epaulets. It is assumed that the raincape was adopted for the same reason. The revised chapter II does not include mention of the raincape and it is therefore not authorized for wear at this time. No evidence of its sale by naval tailors is available.*—ED.

Sorry, No Private Replies

To spare disappointment to the growing number of officers and enlisted men who write to this department asking for direct answers to their questions, ALL HANDS must emphasize the policy stated in type under the Letters to the Editor heading: We can make no private replies. The volume is far too great for a limited staff to handle, even if Navy Regulations permitted it.

We want you to keep writing, because your problem may be one which concerns many others. From the letters received each month a number are selected for printing here because they are representative and of general interest; the entire mail helps to determine the material to be covered comprehensively in articles elsewhere in the magazine.

But please don't request a personal answer to your individual problem. If you have a personal matter that requires an answer from BuPers, you may always submit an official letter for official action.—ED.

NROTC-NACP Exams

SIR: I took the NROTC examination on 18 January and as yet I have not been notified whether I passed or not. When and how will I be notified?—H. G. J., F1, USN.

• *BuPers Circ. Ltr. 76-47 (NDB, 30 April) contained the list of men selected for entrance into the NROTC-NACP program as a result of the examination conducted 18 January. These men have been issued transfer orders to Great Lakes. If you were not included in this list, you can assume that you were not selected for the program. The large number of applicants for the program, the high level of scores attained by the majority of the applicants and the limited number of vacancies existing in the program made it necessary to reject a large number of apparently well qualified candidates whose scores did not quite place them in the top brackets. Unsuccessful candidates will not be notified of non-selection.*—ED.

No Change in Uniform

SIR: All the recruits I observe are wearing the old regulation uniform. I was of the opinion that the new uniform was being issued. Am I correct?—D. J. A., SM2, USNR.

• *No. There has been no change in the uniform issued.*—ED.

Early Discharges

SIR: Can a seaman on a two-year enlistment be discharged three months before expiration of his enlistment? A buddy of mine says that Art. 1686(2) of Navy Regs affects two-year enlistments and I say it doesn't. How about it?—R. P. S., S2, USN.

• *BuPers Manual, Art. D-9104(4), provides for discharge within three months of expiration of enlistment when such discharge would be for the convenience of the Government. This applies to two-year enlistments as well as to enlistments for a longer term.*

Art. 1686(2) of Navy Regs provides, in effect, that no enlisted man may be discharged more *than three months prior to expiration of enlistment without authority of SecNav, except for certain causes.*

There is no conflict between these two directives.—ED.

Reservists May Use Titles

SIR: Do Reserve officers of and above the rank of commander retain the right to use the title of their rank upon returning to inactive duty?—L. C., Comdr., USNR.

• *Yes. Para. 3, Art. H-1801 (revised 1947), BuPers Manual states, "The use of official naval titles by reserve personnel in inactive duty status is authorized." There is no limitation in regard to rank or rating.*—ED.

Can't Buy a .45

SIR: Is it possible at the present time to purchase the service model Colt .45 automatic pistol from the Government?—C. E. B., Ens., USNR (Inactive).

• *Not at the present time. War Assets Administration has advised that inventories of the Colt .45 be reported to Washington, and disposition of the guns will be announced later.*—ED.

Carrier Islands

SIR: Why is the island always located on the starboard side of an aircraft carrier?—L. T. S., Cox., USN.

• *BuShips experts say aviation customs, influenced by the fact that engine torque tends to turn planes to the left, are responsible for starboard placement of carrier islands. Traffic patterns for aircraft normally are set up for lefthand turns in rendezvous, approaching and taking off airports, and so forth. Consequently, landing signal officers are stationed on the port quarter of the flight deck and pilots approach carriers in a short left turn keeping the landing signal officer in view over the port bow of the plane. If planes are waved off, the sudden surge of power from their engines pulls them away from the island structures and the air turbulence surrounding them.*—ED.



CARRIER island (from which picture was taken) is always on ship's starboard side. Landing signal officer is stationed on port quarter of flight deck. Pilot approaches carrier in short left turn, keeping LSO in view over port bow of the plane. Engine torque tends to pull planes away from islands.

Forgive Me!

SIR: In ALL HANDS, April 1947, p. 30, 60 USNs commented on my letter that appeared in ALL HANDS recently (January 1947, p. 31). In my letter I suggested adopting the Marine Corps' uniform. I want to apologize for not being more definite in expressing myself.

I did not mean to suggest that we adopt their uniform as is. I was referring only to its style, which I think is better than the ones the Uniform Board has been experimenting with lately, and we should adopt it *only if the uniform has to be changed.*

As for the suggestion that I join the Marines—my ancestors would never forgive me!—W. R. T., S1, USN.

16-Year Retirement

SIR: I enlisted in the Navy on 5 May 1925, at which time the 16-year retirement bill was in effect. I reenlisted in 1939 and was told that after 16 years' service I could transfer to the Fleet Reserve for retirement purposes. Is this possible, and if so, what would my retirement pay be?—D. J. F., MM1, USN.

• *Yes, if you were serving in the Navy on 1 July 1925 you will be eligible to transfer to the Fleet Reserve, Class F-4-C, upon completion of 16 years' service. You will receive retainer pay at the rate of one-third of the base pay which you were receiving at the time of transfer, plus longevity.*—ED.

Winnie's Crowning Glory

SIR: In reference to Winnie the Wave (ALL HANDS, May 1947, p. 47). The picture looks real enough and it's possible she could be a Wave. If so, she needs a GI haircut. If not, what is she doing in a Wave uniform?—M. C. S., Y1, Wave, USNR.

• *Jealous?*—ED.

Promotions of Reservists

SIR: Does Alnav 103 mean that I will not be promoted until 1 Mar 1948? I was commissioned in February 1945 and would have caught the next promotion Alnav.—M. D., ENS., USNR (Inactive).

• *You're a little confused on this subject. Alnav 103-47 (NDB, 30 April) merely cancelled Alnav 346-45 (NDB, July-Dec 1945), which had established certain promotion policies. These policies referred only to active service in rank. No provision was made for future promotions of inactive officers.*

Promotions of inactive Reserve officers are covered by BuPers Manual, Part H (Revised 27 Jan 1947), which provides that Reserve officers will be assigned running mates who are in the regular Navy. When this has been done, future promotions of inactive Reserve officers will be based upon the promotions of their running mates in the regular Navy. Because Alnav 346-45 has been cancelled, requests for promotion based on that Alnav are not desired since no action can be taken on them. BuPers will take the action required by the revision of the Manual and will give wide publicity to the action or notify officers individually. It is therefore impossible to set a date (as you do in your letter) when you may expect to be promoted.—ED.

Discharge Prior to Expiration

SIR: May a man be discharged for immediate reenlistment three months ahead of the expiration date of his enlistment if the date is on a Saturday or Sunday, in accordance with Art. D-9104(4)(d) of BuPers Manual?—J. D. C., CY, USN.

• *No. Although all provisions of Art. D-9104(4), BuPers Manual, were restored by Alnav 421-46 (NDB, 15 Aug 1946), subparagraph (d) of this article provides only that when a man's enlistment expires either on a Saturday, Sunday, holiday or day preceding a holiday, he may be discharged prior to his expiration of enlistment date so that his discharge and reenlistment may be effected on consecutive days other than those indicated.*—ED.

'Thanks for Fine Job'

SIR: This being my first letter to the publication I wish to express my thanks for the fine job that is being done by ALL HANDS. It is by far one of the best morale builders and boosters ever devised by the Navy Department. ALL HANDS gives the word in a clear, easy to understand picture which reaches "all hands," as the title indicates.

In your May 1947 issue, Letters to the Editor, a question is asked re Army time for 20-year retirement (transfer to Fleet Reserve). Your answer is in the negative. I think that Public Law 720, 79th Congress . . .—A. B. B., CY, USN.

• *That's enough, chief. Yours was the 37th letter that caught our boner. You'll find the correction on these pages. Well, thanks anyway.*—ED.

MOP for Temporary Officers

SIR: Upon termination of my appointment as temporary lieutenant, and reversion to my enlisted status of CQM and discharge as CQM, am I entitled to mustering out pay?—F. S. H., Lt., USN.

• *Enlisted men serving as temporary officers who are discharged on the same day they revert are not entitled to MOP if they are serving as (1) lieutenant commander or above; (2) lieutenant with over 17 years' service; or (3) CWO with 20 years' creditable record.*

They may, however, receive MOP if they (1) revert and serve a period in enlisted status before being discharged, or (2) reenlist, making them eligible to receive payment at the termination of that enlistment.

All others serving in the lower pay periods (below pay period 4) will receive MOP when they revert and are discharged, either immediately or after further service, in enlisted status.—ED.

Broken Service

SIR: Does broken service interrupt active duty for purpose of transfer to the Fleet Reserve?—P. W., MM2, USN.

• *No. All active naval service counts for purpose of transer to the Fleet Reserve. It does not have to be continuous active duty. See BuPers Manual, Part H (revised 1947).*—ED.

Pay in Fleet Reserve

SIR: The pay situation of a CPO who transfers to the Fleet Reserve after 20 years' service is rather confusing. The Navy advertises (ALL HANDS, May 1947, back cover) that after 20 years' service they will receive $107.25 in the Fleet Reserve, but all the chiefs I have talked to who have gone out on 20 are receiving $82.50. Why the difference?—O. J. M., CPHM, USN.

• *You have these two choices, chief:*

Upon completing 20 years' active naval service, a man may elect transfer to the Fleet Reserve and receive retainer pay at the rate of one-half the base pay he was receiving at the time of transfer ($82.50 in the case of a CPO). When he is transferred from the Fleet Reserve to the retired list after 30 years' combined active and inactive service, his pay will be increased according to his longevity.

Or, after 20 years' active Federal service, a man may elect transfer to the Fleet Reserve in accordance with Public Law 720, 79th Congress. Under this plan, he will receive retainer and retired pay at the rate of 2½ per cent of his base and longevity pay, multiplied by the number of years of active service ($107.25 in the case of a CPO). He will continue to be paid at this rate after 30 years' total service when he is transferred to the retired list. A circular letter on this subject is in preparation.—ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Clamp *(ARS 33). Address: CO,* USS Clamp *(ARS 33), c/o Commander San Pedro Sub Group, Pacific Reserve Fleet, Terminal Island Naval Shipyard, San Pedro, Calif.*

• USS Bennion *(DD 662) Address: Capt. J. W. Cooper,* USN, *Room 0323, Bureau of Ordnance, Navy Department, Washington 25, D. C. Will be published in late summer of 1947. Price, $5 for first copy, $2.50 for additional copies.*

• USS Vicksburg *(CL 86). Former crew members may address inquiries to: Lester D. Dawson Co., 529 Ocean Center Building, Long Beach 2, Calif.*

• USS Oklahoma City *(CL 91). Former crew members may address inquiries to: CO,* USS Oklahoma City *(CL 91), c/o Commander, San Francisco Group, Pacific Reserve Fleet, San Francisco Naval Shipyard, San Francisco 24, Calif.*

• USS Bennington *(CV 20). Address: Commander Sub-Group 4, Norfolk Group, Atlantic Reserve Fleet, Newport News Shipbuilding and Dry Dock Corp., Newport News, Va. Free to former crew members.*

• USS Lake Champlain *(CV 39). Address: Commander Sub-Group 4, Norfolk Group, Atlantic Reserve Fleet, Newport News Shipbuilding and Drydock Corp., Newport News, Va. Free to former crew members.*

• USS Texas *(BB 35). Address: CO,* USS Texas *(BB 35), Hawkins Point, Baltimore, Md. Free to former crew members.*

• USS Alaska *(CB 1). Address: Commander Sub-Group 1, New York Group, Atlantic Reserve Fleet, U. S. Naval Supply Depot, Bayonne, N. J. Price $1.50.*

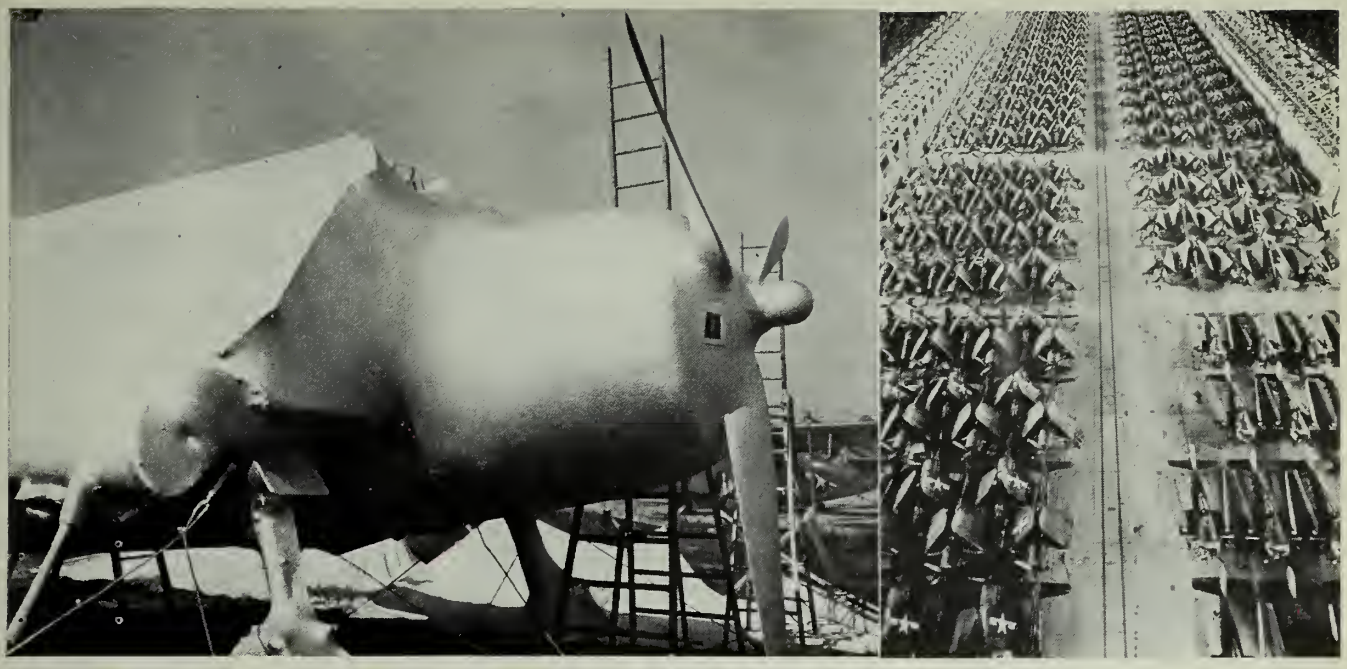
• USS Guam *(CB 2). For information address: Stewart Publishing Co., Philadelphia, Pa.*

• USS Wakefield *(AP 21). For information address: Clark Printing House, Inc., 1228 Cherry St., Philadelphia, Pa.*

• USS John Q. Roberts *(APD 94). For information: Address Douglas Publishing Co., Jacksonville, Fla.*

• USS Register *(APD 92). For information: Address Douglas Publishing Co., Jacksonville, Fla.*

• USS Cockrill *(DE 398). Address: John Hafling, 4029 Monticello St., Richmond 22, Va. Price, $3.50.*



COCOON encases Hellcat (shown left). Planes that are awaiting shipment to storage points are kept in lighter-than-air hangars such as those shown at right.

CANNED PLANES

WHEN IT COMES to cans, Heinz hasn't a thing on the Navy.

In June, the Navy began "canning" more than 2,000 surplus carrier and trainer aircraft

The "canning" process involves sealing complete planes, with wings folded, in metal containers constructed from 10-foot panels of corrugated steel.

This method is considered to be more satisfactory for all-weather storage of small aircraft than "cocoons" of sprayed plastic. Although both processes involve controlling the relative humidity of air within the storage area, the cocoons are not considered as good in areas subject to seasonal windstorms.

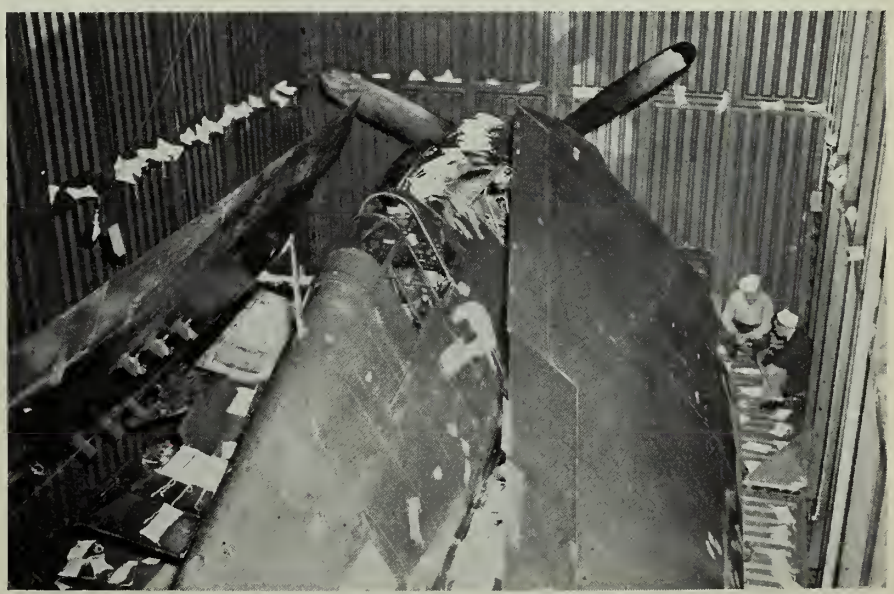
The Navy tested two types of preservation in solving its plane storage problem. In the first, a cocoon or plastic coat is sprayed over a web of tape around the plane, with plexiglas windows and airtight openings. A static dehydrating agent—bags of silica gel, solvabead or driocel—is placed inside the cocoon.

In the canned method, automatically-regulated blowers circulate the internal air through a dehumidification cycle, control humidity. Vapor-tight access doors permit entry for airplane inspection, and glass windows in strategic spots allow easy reading of five instruments which record interior temperature and relative humidity in different areas of the container.

Tests of the cocoon type of preservation are being continued as the possible solution to storing larger types of aircraft, since metal containers of such huge size are not practicable.



STORAGE cells (above) have vapor-tight access doors. Interior view (below) shows plane and small bags of a desiccant which absorbs water from the air.



THE BULLETIN BOARD

Some Active Duty Personnel Eligible for Veterans Rights

Education and loan guaranty benefits under the GI Bill of Rights are available to certain Navy personnel on active duty, according to a clarification issued by the Veterans Administration.

The clarification was issued at the request of ALL HANDS, through cooperation of the VA, BuPers, and the Navy's Civil Readjustment Section.

BuPers, by the way, feels that active duty personnel who are eligible under the GI Bill should be encouraged to attend civilian schools, provided they can do so during off-duty hours.

Briefly, those who *may* be eligible for GI education are former USNR and USN-I enlisted personnel, and former Reserve officers, who were discharged under the point system and have since entered the regular Navy; and those USN personnel who were discharged by reason of expiration of enlistment, after the point system began operating, and who reenlisted voluntarily. The point system began operating 24 July 1945.

Those who may be eligible for the loan benefits are those persons who, though now on active duty, have in the past been discharged or had Reserve officer status terminted, regardless of whether they were eligible for discharge under the point system.

For details on who may be eligible, and for information on establishment of eligibility and for obtaining the naval documents required by the VA in determining eligibility, see story on BuPers Circ. Ltr. 88-47 in nearby columns.

Other naval personnel, under the existing law, may become eligible in the future for loan and education benefits. They may do so by reason of a future discharge or termination of Reserve officer status, provided of course their active service begins before the official end of World War II, not as yet declared by the President or Congress. (In cases of persons who began active duty after 6 Oct 1946 and before the war's official end, entitlement to education benefits under the GI Bill will be limited to one year plus the actual period of time served between the date of enlistment and the official end of the war.)

In all cases, final determination of eligibility must be made by the Veterans Administration.

The GI Bill provides these benefits which eligibile naval personnel may receive:

● **Education**—Persons who meet the requirements are eligible for one year of education or training, plus a period of education equal to the period of time spent in active service after 16 Sept 1940 and prior to the official end of the war. The period of education or training cannot, however, exceed 48 months. The course of study must begin within four years after discharge or within four years after the official end of the war, whichever is later.

The school selected and the course must have been approved previously by the VA. The course may be any course on the high school or college level in the field of general or cultural education, and may be taken on a full or part-time basis or by correspondence.

Admission to any course of study is a matter between the individual and the school he wishes to attend. The applicant must meet the requirements of the school.

Application for education benefits must be sent to the VA on VA form 1950, which the school may supply or which the VA will supply on request. The application must be accompanied by a photostat or certified copy of the Notice of Separation, and sent to a VA Regional Office. Address of the nearest regional office may be obtained from educational services officers or from district civil readjustment officers on the staffs of district commandants.

If eligibility is established and the application is approved, the VA will pay up to $500 per school year for tuition, books and supplies. (Persons on active duty would not be eligible for subsistence payments.) In some cases, the VA will pay a higher amount per school year, reducing the period of education to which the individual is entitled accordingly.

BuPers has published no official directive on the subject of enrollment of active duty personnel in schools. But the Bureau's attitude, generally, is: "If you're eligibile and want to take advantage of it, by all means go ahead; but it must be in your off-duty hours."

The Bureau has no objection to enrollment in schools or correspondence courses accredited under the GI Bill, provided the work is accomplished during off-duty hours, and does not in any way interfere with the perform-

Hospitalization Pact Ends For Army, Navy Personnel

Reciprocal hospitalization of Army and Navy active duty personnel in the hospitals of the two services, result of a wartime agreement, ended 30 June, and beginning 1 July the hospitalization of active-duty personnel will be on a reimbursable basis.

This was announced in BuMed Circ. Ltr. 47-54 (NDB, 30 April), which advised that although the reciprocal agreement has ended, active-duty naval personnel should be instructed to continue to utilize medical facilities of the Army when available, and in the absence of medical facilities of the Navy. Persons applying to an Army facility should, when possible, present a written request for treatment signed by their CO. Persons on detached duty, or who otherwise find it impractical to present such a request, may apply direct to the Army facility for treatment.

Administrative procedures under the new reimbursable basis were outlined in the letter.

Extra Pay for Non-Rated Men Working in Laundries

Payment of extra compensation from recreation funds to non-rated men employed in laundries afloat only, was authorized in BuPers Circ. Ltr. 97-47 (NDB, 31 May).

The letter directed that the maximum extra compensation paid to a non-rated laundry striker shall be limited to three-fourths of the difference between the base pay plus longevity of the non-rated man and the base pay plus longevity of the next higher rating (seaman first or petty officer third).

The letter said the limits of compensation were established to insure that the extra pay does not remove the monetary incentive for advancement in rating.

The extra compensation ruling applies to non-rated enlisted men voluntarily employed in an overtime and off-duty hours' capacity in laundries afloat, only.

Five Ships to Resupply Activities in Alaska

Five naval ships will cruise to Point Barrow, Alaska, late this month to carry supplies to naval activities and other government agencies in northern Alaska. The ships will depart from Seattle, and are expected to arrive at Point Barrow in early August.

Ice conditions will be reconnoitered ahead of the ships by Navy planes of the Alaskan Sea Frontier. The vessels will include uss *Muliphen* (AKA 61), *Seminole* (AKA 104), *Union* (AKA 106), *Burton Island* (AG 88 and *LST* 642. The *Burton Island* is a Navy ice breaker, similar to the Coast Guard's *North Wind*.

ance of assigned naval duties; and provided the local command concurs in each case. It's entirely a matter among the individual Navy man, his CO, the Veterans Administration and its local facilities, and the school in which the individual wishes to enroll.

Since BuPers has no official place in the scheme of GI education, the Bureau cannot take action on correspondence from individuals on the subject. For information in regard to records of naval service required in filing the application, see BuPers Circ. Ltr. 88-47 (covered in an adjoining story), and write or call the district civil readjustment officer attached to the staff of the commandant in the district nearest your duty station or port of call.

● **Loan Guaranty**—This GI benefit will help in obtaining a loan for buying, constructing or improving a home, farm or business property. The loan may be applied also to repairs, alterations or improvements to property already owned or used as a home. The loan may be used to establish a business, or may be applied to payment of back taxes and other similar obligations. The guaranty covers up to 50 per cent of the amount borrowed, but the government cannot guaranty more than $4,000 of a real estate loan or more than $2,000 of a non-real estate loan. Business loans must be repaid within 10 years, real estate loans within 25 years and farm loans within 40 years.

The loans are made by private agencies and not by the government. Therefore, before the applicant applies to a lending agency he must obtain a certificate of eligibility for a loan from the VA, by making application to the nearest regional office on the form provided, accompanied by the original of Notice of Separation. The certificate of eligibility is then presented to the lending agency when the individual applies for a loan. Applications for certificates of eligibility must be made within 10 years after the official end of the war.

SecNav Awarded Honorary Degree by Columbia U.

SecNav James Forrestal was awarded an honorary doctor of law degree by Columbia University at its 193rd commencement exercises.

Cited as a "fine public servant, unassuming and responsible," Mr. Forrestal received his degree along with Bernard M. Baruch, SecWar Robert P. Patterson and Henry L. Stimson, who were among those awarded honorary degrees by the university.

Plastic Surgery Facilities Offered to Blast Victims

Rear Admiral Clifford A. Swanson, MC, USN, Surgeon General, has offered all the facilities available in plastic surgery at the Naval Hospital, Houston, Tex., to survivors of the Texas City explosion.

Procedures Listed to Help Eligible Navy Personnel Qualify for Benefits Under GI Bill

Procedures to assist Navy personnel on active duty to qualify, in certain cases, for benefits under the GI Bill of Rights, were announced in BuPers Circ. Ltr. 88-47 (NDB, 15 May). (For a discussion of the benefits, see story in nearby columns).

The letter pointed out that the Veterans Administration has ruled that an individual, although still on active duty, may be eligible for the educational benefits under the GI Bill as a result of having been discharged or having had Reserve officer status terminated, provided that at the time of discharge or termination of officer status the individual was eligible for release from active service under the point system. The VA further ruled that an individual still on active duty may be eligible for loan benefits under the GI Bill, whether or not discharge or termination of Reserve officer status occurred at a time when the individual was eligible for release under the point system.

To furnish Navy personnel with the required evidence of service to establish eligibility as above, COs were directed by Circ. Ltr. 88-47 to issue a "Notice of Separation from the U. S. Naval Service" (NavPers 553) to all persons in the categories following who are on active duty and who have never received the form:

- Former temporary USN officers who have been reverted to enlisted status, discharged from enlisted status and reenlisted in USN.
- Former temporary USN officers and former temporary USNR officers who have been reverted to enlisted status and discharged as enlisted personnel to accept USN permanent commissions.
- Former USNR and USN-I enlisted personnel who were discharged and immediately enlisted on board in USN.
- Former USNR enlisted personnel who were discharged to accept USN commission.
- USN enlisted personnel who were discharged upon expiration of enlistment and immediately reenlisted on board.
- Former USNR officers whose USNR commissions were terminated and who accepted commissions as USN officers.

The Notice of Separation will be issued to those who are presently within the above categories, and also to those who qualify in the future. The form is acceptable to the Veterans Administration as a naval document from which that office may determine eligibility for certain rights and benefits.

It was emphasized that eligibility for benefits under the GI Bill is dependent upon the applicant meeting all eligibility requirements of law. Determination of eligibility is made by the Veterans Administration upon receipt of application for benefits. Therefore, applications and inquiries should be made direct to Veterans Administration stations and offices. Civil readjustment officers in each naval district may be contacted for information concerning addresses of VA stations and offices.

Detailed instructions for filling out the form were contained in the letter, and distribution of copies of the form was established as follows: original to the individual, second copy to BuPers, third copy inserted in enlisted service jacket or officers' qualification jacket, fourth copy to Veterans Administration (Washington, D. C.), and fifth through eighth copies to individual as extras for his own use.

Joint Army-Navy-Air Forces Maneuvers in November

The second postwar Army-Navy-Air Forces combined maneuvers are scheduled to be held on the Gulf coast of Texas next November.

Amphibious boats from the Navy amphibious training command, Little Creek, Va., will transport troops to the landing place near Galveston and will be used to teach new techniques of loading and landing of men and equipment. They will also train the troops in embarkations and debarkation.

The first postwar combined maneuvers were held off the southern coast of California in November 1946.

LAST AUGUST



CONDUCT of American sailors drew praise from Swedish newspapers, following visit of 12th Fleet on goodwill tour. The Navy was host to 45 West Point cadets aboard USS Washington. USS Seattle was ordered to "boneyard"

AUGUST 1947

					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

Law Provides National Service Life Insurance May Be Issued Outright in Any of 7 Plans

Features of Public Law 5, 80th Congress, affecting issue, conversion and reinstatement of National Service Life Insurance were clarified in Navy and Veterans Administration announcements. Navy directive on the subject is BuPers Circ. Ltr. 72-47 (NDB, 30 April).

The new law provided that NSLI may be issued outright in any of the following plans: five-year level premium term, ordinary life, 20-payment life, 30-payment life, 20-year endowment, endowment at age 60 and endowment at age 65. Previously, policies could only be issued as five-year term insurance, and any person wanting any of the other forms was required to wait a year before converting.

Conversion of five-year term policies already issued also was affected by the new legislation, which removed the one-year waiting period. Term insurance now may be converted as of the date when any premium becomes due or has become due, or converted as of the date of the original policy, upon payment of the difference in reserve, if any, at any time while the term insurance is in force and within the term period. Conversion to an endowment plan, however, may not be made while the insured is totally disabled.

The new law also provided a means for conversion of term insurance which safeguards the insurance held by an individual who becomes totally disabled. Danger of loss of insurance protection might arise because term insurance expires at the end of its term period, before which it must be converted or the policy becomes void. A policy which was put in force before 31 Dec 1945 has a term period of eight years; a policy put in effect on or after 1 Jan 1946 has a term period of five years.

The new law provided that in any case in which the insured is shown by evidence satisfactory to the Veterans Administration to be totally disabled at the expiration date of his term policy, the insurance automatically will be converted to insurance on the ordinary life plan, unless he has previously selected another plan. The conversion will be made, of course, only on condition the insured would, at time of expiration of the term policy, be entitled to continued insurance protection but for the expiration of the policy.

The new law also provided greater flexibility for reinstatement of insurance which has lapsed. Rules regarding payment of premiums for reinstatement were unaffected.

The new health requirements work this way. If a policyholder applies for reinstatement on or before 1 Aug 1947, or, after that date, within three months after lapse of his insurance, evidence is required that the applicant is in as good health as he was on the due date of the first premium in default. A statement of comparative health, over the applicant's own signature, usually will be enough for this. However, if since lapse of the insurance there has been an illness, injury or need for medical care, all details are required, and the VA may request a physical examination. After 1 August, if the insurance has been lapsed more than three months, evidence of good health must be submitted with application for reinstatement. This evidence must be in the form of a complete physical examination.

If the policyholder's application for reinstatement is made before 1 Jan 1950, the VA advises that the existence of good health will not be denied because of disability, less than total in degree, resulting from or aggravated by active service between 8 Oct 1940 and 2 Sept 1945.

The above health requirements for reinstatement apply alike to term insurance and to any of the forms of permanent NSLI. There is this exception, which will affect few if any persons on active duty: A policy which has lapsed and is running on what is known as "extended term insurance," may be reinstated without health statement or other medical evidence if the extended term period has at least five more years to run, or, in the case of a lapsed endowment policy, if the extended term runs to the end of the endowment period.

A NSLI policy lapses when a premium is not paid on the date it is due or within the following 31 days of grace. (By the way, if you're paying your insurance premiums by allotment, you'll never have to worry about lapse). The date of lapse, for purposes of reinstatement, is considered to be the date on which the first premium in default was due. Except for health requirements (above), reinstatement provisions vary depending upon whether the lapsed policy is term insurance or one of the forms of permanent insurance, as follows:

• Term Insurance—A lapsed term policy may be reinstated at any time before expiration of the term period (five years for some policies, eight years for others, as above). Reinstatement may be accomplished by written application, accompanied by payment of two monthly premiums without interest (and, of course, the above health requirements must be met). One premium pays for the month of lapse, because protection was provided during the 31 days' grace period. The second premium is the premium currently due.

Policyholders have misunderstood the exact period covered by the second of the two premiums paid upon application for reinstatement. It works like this: If a policyholder whose premium due date is always the 16th of the month meets reinstatement requirements on, say, the 5th of June, the second of the two monthly premiums will pay the premium due on the 16th of the previous month—May. Thus his next premium after reinstatement will come due on June 16th, and not one month after the date he applied for reinstatement (5 July).

• Permanent Insurance—A lapsed permanent NSLI policy may be reinstated at any time, except that a policy which has been surrendered for cash or paid-up insurance cannot be reinstated. Health requirements must, of course, be met. In permanent insurance reinstatement, however, *all* premiums in arrears must be paid, with interest computed from the date each was due.

MAKING BIG ONES OUT OF LITTLE ONES

The Navy is growing its own quartz crystals at the Naval Research Laboratory, Anacostia, D. C. Scientists have been working for the past year and a half at the laboratory to perfect the process, which it is hoped will end forever the possibility of a shortage in supply of the crystals.

Quartz crystals are used in underwater sound devices, and in other electronic apparatus. Their use is occasioned by their piezoelectric properties; that is, their ability to produce an electric current when they are compressed or twisted, and the fact that they vibrate when an electric current is applied to them. They are particularly valuable because the frequency of vibration of a given quartz crystal never varies during the life of the crystal.

Quartz is the most common solid mineral of the earth, but very little of it is of any use for piezoelectric qualities. Hence the desirability of an artificial source.

Quartz is a compound of two elements, silicon and oxygen (silicon dioxide; SiO_2), and the method of growing quartz crystals is fairly simple, now that the researchers have figured it out.

The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form crystals. A small quartz crystal is placed in the solution initially, around which the new crystal grows.

New Radiophotographic Weather Network Links China and Washington

The Navy now is receiving up-to-the-minute pictures of the weather from the China coast to Washington, D C., over a new radiophotographic network that ties in long-range transmission stations at Guam, Pearl Harbor and San Francisco with Washington.

The system permitting the direct transmission of weather maps by radiophoto from Guam to Washington was developed by the Naval Communication Service on the basis of wartime experience in providing pictorial coverage of important events during the war.

Area weather maps are prepared by central Navy weather stations at Guam, Pearl Harbor, San Francisco and NAS Anacostia. Thirty minutes after the maps are delivered for transmission, all intercept stations have a map section available for operational use.

Radiophoto transmission of weather maps is the Navy's contribution to a joint program for the establishment in the U. S. of a national landline facsimile network by which Army Air Forces, Navy and Weather Bureau stations will receive weather maps and auxiliary charts transmitted from master analysis centers.

Normal methods of disseminating weather information are adequate for surface vessels but are not sufficiently rapid or complete to permit satisfactory briefing of pilots for long aerial flights. Transmitting weather maps by radiophotography provides both speedy and complete information.

The normal coded weather map is essentially a summary, while the radiophoto process provides a map complete in every respect. When using coded information, process of encoding, transmitting, decoding and transferring the information to charts requires at least an hour's work to describe one weather condition.

Using the radiophoto process the map is drawn and placed on a drum where it is photoelectrically scanned. As the drum revolves, sections of the map 1/100th of an inch square appear before the photoelectric eye in the form of variations in light intensity, black surfaces reflecting the least light and white surfaces reflecting the most, all light originating from a fixed source directed on the map by means of lens and prisms.

The light and dark impulses received by the photoelectric cell are converted to electrical impulses which are used to key a standard radio transmitter. At the receiving end the procedure is reversed. The radio waves are converted to electrical pulses to generate a varying light beam focused on film or photographic paper mounted on a drum synchronized with the transmitting machine. If direct recording visible copy is desired the incoming signal generates a varying current through a stylus resting on special recording paper on the rotating drum. Varying currents cause this paper to burn to produce black and white copy corresponding to the transmitted map.

Within a half hour from the time transmission is started the complete area map is received ready for use, with possibility of human error eliminated in transcription, translation or transmission.

Adjustments Being Made In Officer Linear List

Adjustments in the lineal list of naval officers, line and staff, are being made by BuPers to correct certain inequities resulting from excessive loss of seniority in the war years. Officers affected are being notified by BuPers. No other changes in the lineal list are contemplated in either collective or individual cases.

Inequities resulted in some cases of officers who failed of selection when first considered for promotion, and were promoted by the succeeding selection board. Some officers who failed once lost considerably more seniority than other officers who failed once.

A special Review Board has been considering the inequities which resulted in wartime

NAVY CHARACTER STILL HUSKY AT 91

Want to be famous?

Here's one way to do it. Make three trips to Little America as an essential member of Admiral Byrd's expeditions; get in 2,100 hours of flight time, as much of it as possible on North Atlantic convoy patrol; tour the U. S. lecturing to packed houses, and fill a few movie, radio and stage engagements; sell a lot of war bonds, be a friend of admirals and other prominents, and sire eight children at an age when most men would rather see a croquet match than *"The Outlaw."*

Sound like a big assignment? Well, we have in mind a noted character who has done just that and more, and hasn't gotten big-headed about it, either. He's smart, big, handsome and well-built—85 pounds of Labrador husky. Name's Rickey.

Rickey was born 25 feet below the snow surface at Little America in 1934, while his parents were on the first Byrd expedition. His mother was Nome, a well-known husky in her own right, and his father was Rowdy, a good sled dog. Rickey was presented by Rear Admiral Richard E. Byrd, USN (Ret), to one of the expedition's Navy men, and he's been a Navy dog ever since.

Rickey returned to the Antarctic with the second Byrd group in 1939-41, and went back there a third time this year, one of the very few three-time veterans of the trip and the only canine three-timer. He of course assumed his rightful prerogative and acted as King Neptune to the four-legged pollywogs on the *Mount Olympus* when she crossed the line.



RICKEY and R. R. Johnson, CBM, discuss weather at the South Pole. Born in the Antarctica, Rickey has been back twice.

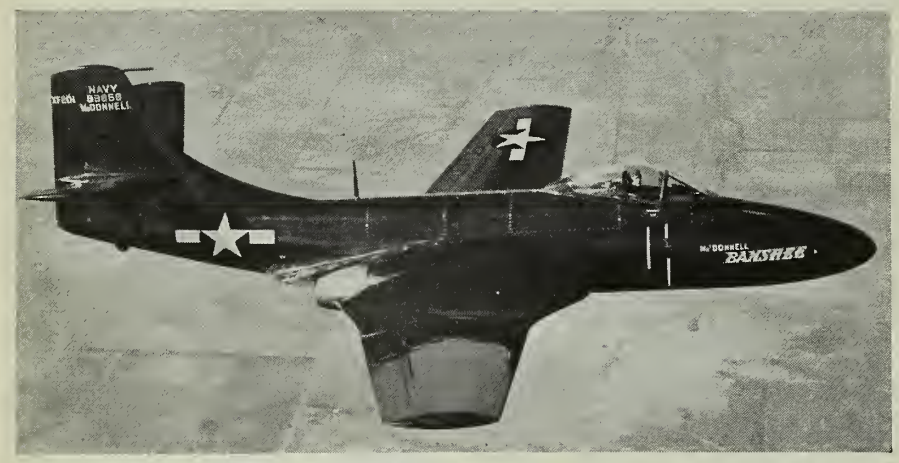
Rickey did a lot of flying during the war, returning to the States only occasionally to go on war bond drives. He was one of the Treasury's better salesmen; one of the few with a bushy tail. A theater marquee once gave him equal billing with Mickey Rooney and Frank Morgan. Rickey didn't mind; he's pretty democratic.

Many of Rickey's earlier public appearances were in company with Admiral Byrd on lecture tours, during which they told audiences across the nation all about Antarctica.

Rickey is now 13, an age which, his owner says, is the equivalent of a human age of 91 years. And it was only last year (at 84, that is) that Rickey had his pups; eight of them, one of whom is now the mascot of the University of Washington Huskies. What two-legged oldster do you know who has eight children, one of whom is a university mascot?

Rickey is a lead dog, which puts him at the top of the husky hierarchy. He's carefully trained to lead a team of a dozen or more dogs, hitched to a heavy sled.

Despite his fame, Rickey's a modest, unassuming character, never a prima donna unless a camera is pointed his way. Then he poses like a starlet hoping someone will pick up her option. Well, there are few of us who don't have one or two human failings.



MOST powerful carrier-based fighter plane in world is Navy's new Banshee. Plane can climb 9,000 feet per minute and has top speed of over 600 miles per hour.

NEW JET FIGHTER IN 600-MPH CLASS

Latest Navy jet fighter, and perhaps the peak performer in the rapidly-growing fold, is the XF2D-1, Banshee. The Banshee, a carrier fighter, is in the 600 mile-per-hour class and will climb at 9,000 feet-per-minute. The Navy has announced successful test flights of the new plane, built by McDonnell, builder of the Phantom.

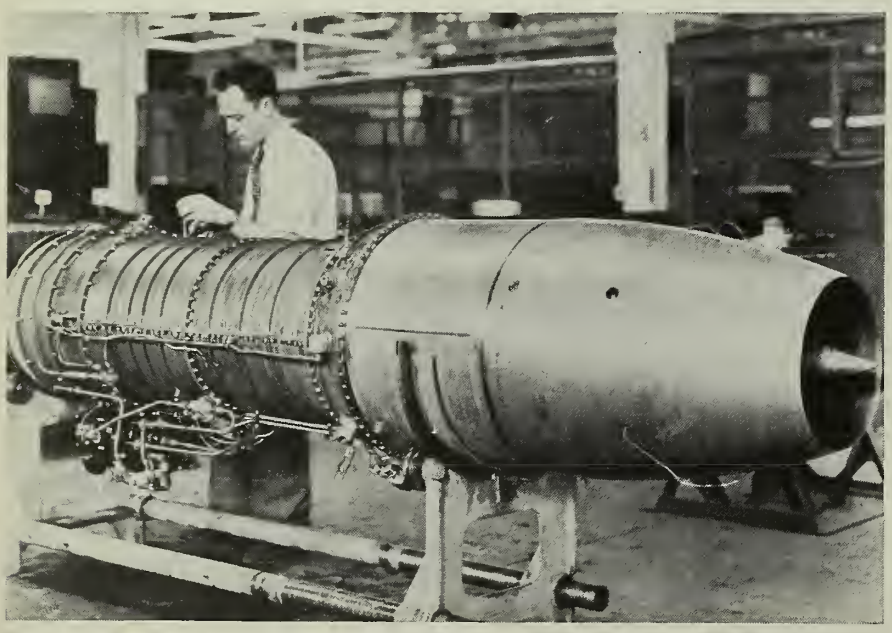
The Banshee is powered by two 24-inch axial flow turbo-jets in the wing roots. The plane is designed to cruise on either of the two engines, thus extending range and adding safety for over-water operation. The jet engines are placed in wing roots, close to the center line, to minimize yaw when one or the other is shut off.

The Banshee has long range built into it; five self-sealing internal tanks carry its big fuel load.

The plane will take off normally from carriers or airfields, and also is fitted with catapult hooks. Arresting gear, wheels, catapult hooks and wing flaps retract completely in flight, and are covered with flush doors.

The pilot sits well ahead of the wings with clear vision all around. He is protected by armor plate and a bullet-resisting windshield, and his seat and its supports are crash-resisting, designed to hold up under an impact 40 times the weight of the pilot.

The Banshee has a wing span of 41 feet (18 feet with wings folded), is 39 feet in length, 14 feet high and weighs 14,000 pounds.



TURBO-JET engine is 24 inches in diameter and is mounted in wing roots. Air streams from the engine's tail pipe at approximately twice the speed of sound.

Navy Studies Aircraft Lighting to Improve Night Flying Safety

Improved efficiency and safety of night flying is being sought through extensive aircraft lighting experiments conducted by the Navy at the Aero Medical Equipment Laboratory, Naval Air Material Center, Philadelphia, Pa.

Lights on planes, so arranged as to reduce confusion of the plane's lights with ground lights, stars or similar single lights, and cockpit lighting that will allow the pilot to retain his night vision are main points being studied.

Night pilots often have attempted to fly formation on a star, or have crashed due to failure to correctly identify or distinguish between ground lights and the lights of other planes.

Typical of many is the crash reported by a student pilot who had been flying over the Texas desert at night. He said he had been trying to "join up" with an oil truck. He had followed the truck's red tail-light under the impression it was the port wing light of another plane.

Pilots can be aided by exterior lighting of planes in two ways: the lights can prevent confusion of the plane with something else, and they can indicate the direction of flight.

With these points in mind, a number of experimental arrangements of lights on the outside of aircraft have been installed by the laboratory. Bars of illuminated lucite on the wing tips and tail assembly is one suggested solution. Another is the direct illumination of these parts of the plane. A third experiment involves the system of flashing lights used by commercial airliners.

The single light now used on Navy planes has a disadvantage which arises because of the phenomenon known as autokinetic illusion. The illusion can be demonstrated to a person sitting in a dark room in which there is one light. If he stares at the light it soon appears to move. That's autokinetic illusion. With some persons it will swing like a pendulum, with others it will rotate or move in odd patterns. Pilots under the influence of this illusion have in many instances been so confused that they have crashed their planes.

When more than one light burns in the dark room, or when areas of the room are illuminated remotely from the single light, the illusion will not appear. Correspondingly, autokinetic illusions affecting aircraft pilots are eliminated when a row of lights or bars of lucite are installed on the edges of the plane he is observing, or an area of the plane is directly illuminated.

Rows of lights are favored because they add to the distinctiveness of the plane, and permit the observing pilot to easily discern changes in its direction. They also reduce the difficulty

of spotting an airplane from above when flying over a lighted city at night.

Cockpit lighting is another major problem. Pilots flying at night must light panel boards or cockpit interiors from time to time in order to check their instruments. The present white light used for this purpose is unsatisfactory because pilots are temporarily blinded after exposure to the light for even a short period of time. Experiments with red and ultra-violet lighting for cockpits have been conducted. These colors do not upset the previously acquired dark adaptation of the pilot's eyes.

In attempting to solve the problem, red lights have been placed behind the instrument panel so that they uniformly light the dials of the instruments. Another experiment placed small individual red lights around the edge of the instruments to light them either directly or indirectly by lucite. The direct illumination of instrument dials with ultra-violet light, and the installation of remote red lights to shine on the whole instrument board have also been tried.

Two critical factors must be observed when lighting a cockpit interior. Rheostatic control must be provided to adjust the interior lighting of the plane to correspond with varying outside light and weather conditions, and the light must be confined within the cockpit to prevent the plane from being detected by a potential enemy.

Three airplanes have been equipped with experimental exterior and interior lighting arrangements. These planes will be tested by a large number of experienced pilots to determine the most acceptable arrangement and to stimulate suggestions for further improvements.

Navy Aids Scientific Research in Pacific

Transported by the Navy, financed partly by the Office of Naval Research, 44 civilian scientists representing 21 institutions throughout the U. S. and Hawaii are conducting extensive research in Micronesia—former Japanese mandated islands in the Pacific. Anthropologists, linguists and geographers are participating in the comprehensive program.

The objects of CIMA—code name for the project, made up of the initial letters of Coordinated Investigation of Micronesian Anthropology—are twofold:

• To provide scientific knowledge of the Marshalls, Carolines and Marianas (which comprise Micronesia). The last research done in the area was by a German expedition in 1910. Since then, the Japanese have closed off the area to Western scientists.

• To provide information needed in the administration of the mandated islands, with particular attention to the health, welfare and rehabilitation of inhabitants of the area. There are approximately 50,000 native inhabitants in the area—islands and atolls scattered over nearly 5,000,000 square miles of ocean and equal to the size of the state of Rhode Island in land area.

Places to be studied, with the universities to do the studying, follow:

Marshall Islands — University of Hawaii, Chicago Museum of Natural History; Kusaie—U. of Pennsylvania, Clark U.; Ponape—American Museum of Natural History, U. of Southern California, U. of California, Indiana U.; Kapingamarangi and Nukuoro—Bishop Museum of Honolulu; Nomoi—Columbia U.; Truk Atoll—Yale U.; Central Carolines—U. of Connecticut, Northwestern U.; Yap and Ulithi—U. of Chicago, Harvard U., U. of Wisconsin, Yale.

Palau—U. of Sydney, Australia, Milwaukee Public Museum, U. of Wisconsin, U. of Chicago; Sonsorol—U. of Sydney, Australia; Marianas—Stanford U., U. of Hawaii, Institute of Ethnic Affairs, U. of Michigan.

These institutions are cooperating with the Pacific Science Board of the National Research Council and the Navy Department in carrying out the investigations. Navy planes and ships, including landing craft, are transporting the scientists to many of the 1,400 islands and atolls of the archipelago.

The work on the islands will require from three months to a year. Each participant is sponsored by his own institution and his expenses are furnished by the institution and through the Pacific Science Board which the Navy assists.

Methods to be employed in studying Micronesia are the standard methods of the several anthropological sciences.

Native technology, social, political and economic organization, religious beliefs and practices come under the information to be garnered in cultural anthropology studies. Phonetic, lexical and grammatical analysis of languages is expected to lead to the production of dictionaries, grammars and systems of orthography to conduct an educational program in the native language.

Studies will also include surveys of the human and natural resources on hand and the extent and methods of their utilization. Finally, studies of the anatomy, physiology, growth and nutrition of the inhabitants will be conducted as a basis for programs of public health.

The Micronesian islands were annexed by Spain in the 17th century and sold to Germany in 1899 after the Spanish-American War. In 1914 Japanese forces occupied them, and after an Allied victory in World War I, they were mandated to Japan under the League of Nations.

Fire Precautions Are Listed to Protect Personnel in Converted War Buildings

Fire precautions to protect naval personnel and their families living in converted temporary wartime structures were issued to shore stations in BuDocks Circ. Ltr. 23-47 (NDB, 15 April).

In many locations these wooden, temporary buildings have been converted to married officers' and married enlisted men's quarters, and stoves, electric appliances and heating devices installed. In all such conversions, the letter warned, consideration must be given to fire-prevention, fire-fighting and fire-safety.

BuDocks considers the following safeguards essential to provide reasonable fire protection:

• Buildings to be converted should not exceed two stories in height above average ground level.

• Every two housing units or apartments should be cut off from the other units in the building by a wall or partition having a minimum fire resistance of two hours.

• Hollow walls should be fire-stopped horizontally and vertically.

• Spaces between ceiling and floor above should be filled with glass, mineral or rock wool.

• Each apartment or unit should have two adequate means of exit separated from each other as far as possible. Ladders are not considered adequate.

• Shafts and stair wells should be enclosed in fire-retarding material of one-hour resistance. Outdoor fire stairs, if necessary, should be roofed in localities where snow and freezing weather are expected.

• Exit doors, including screen doors, should swing out, in direction of exit.

• Safeguards should be provided for heating, cooking and lighting hazards. An extinguisher, preferably a CO_2 extinguisher, should be in or near the kitchen. Central heating should be installed in preference to local heating in each apartment.

• An interior fire alarm system should be installed in each building.

• A fire bill should be drawn up, organized and placed in effect, and provide that the fire department can be notified by street fire alarm boxes or by telephone, and that a fire department or brigade, either paid or volunteer, can be available within five minutes of call.

If public works officers consider that the fire hazard of a particular conversion warrants greater protection, sprinkler systems should be considered.

DEFENSE, VICTORY MEDALS DISTRIBUTED

The Navy has finished the big job of sending American Defense Service and World War II Victory Medals to next-of-kin of deceased naval personnel, and is laying plans now for distribution of these medals to veterans and to those on active duty who earned them.

BuPers distributed to next-of-kin a total of 62,526 Victory Medals and 21,165 Defense Medals. The medals were mailed to the closest relative of each deceased member of the naval service who had earned either or both of the medals. Some of the medals were returned due to inadequate addresses. Next-of-kin who were the nearest relative to a deceased member of the naval service who had earned either or both of the medals, and who did not receive a medal or medals, may submit correct address to: The Chief of Naval Personnel, Washington 25, D. C.

Distribution to naval personnel and to veterans of the Navy will begin sometime after the first of July. Details of the distribution plan will be announced. It is not planned that the medals will be distributed by direct mail, but that a means will be established whereby those who have earned them may get them. BuPers emphasized it does not solicit individual inquiries in regard to award of these medals, nor will such queries be necessary.

The Marine Corps advised it, too, has been sending medals to next-of-kin, under a system similar to the Navy's. Distribution has not been completed by the Marine Corps.

First public presentation of the Victory Medal occurred when 14 Navy, Marine Corps and Coast Guard veterans in the Washington, D. C., area were awarded the medals by AstSecNav W. John Kenney. The ceremony took place before the Iwo Jima statue in front of the Navy Department. Similar ceremonies were held in the naval districts. The award was symbolic of planned future distribution of these medals to all naval personnel and Navy veterans who earned them.



American Defense Medal

Secretary Kenney said at the presentation, "I wish to salute all naval veterans of World War II—veterans of the U. S. Navy, the Marine Corps and the Coast Guard. It is appropriate that the first presentation to naval personnel of the Victory Medal of World War II should be made before the statue of the heroes of Iwo Jima.

"The spirit of Iwo Jima and the valor of the men who spearheaded the attack from Midway to Okinawa that culminated in victory in World War II was sustained by the belief in our American way of life, so nobly inscribed on our Victory Medal—'Freedom from Fear and Want, Freedom of Speech and Religion.'"

The Victory Medal shows on its face a figure of liberation looking to the dawn of a new day, right foot resting on a helmet, the hilt of a broken sword in her right hand and the blade in her left hand, and the inscription, "World War II."

The bronze American Defense Service Medal shows on its face a Grecian figure symbolic of defense, standing on an oak branch and carrying a war shield in her left hand while brandishing a sword in her right hand above her head. Around the top is the inscription, "American Defense." On the reverse face are the words, "For service during the limited emergency proclaimed by the President on September 8, 1939, or during the unlimited emergency proclaimed by the President on May 27, 1941."

Still in process of design and production are medals denoting service in the three theaters of World War II, the American Theater, the European-African-Middle Eastern Theater and the Asiatic-Pacific Theater.



World War II Victory Medal

Container Bottleneck In Experiments with Use of Frozen Foods

Main bottleneck in the Navy's supply chain of frozen foods for ships and overseas bases is the lack of a cheap, throwaway container capable of withstanding tropical temperatures. At present only relatively small amounts of frozen foods are being shipped overseas—principally to hospitals—because of the danger of spoilage when containers are exposed to tropical climates even for a few minutes.

Thirty experimental canvas-covered containers, each holding 200 pounds of frozen fruits and vegetables, were shipped from NSD, Oakland, Calif., to Guam onboard the uss *Graffias* (AF 29). The containers, cork-lined with zipper tops, were pre-cooled for two days at 10 degrees below zero before being filled.

The experiments are the first in a series aimed at improving morale, health and efficiency of the Navy in all parts of the world.

Geographical Projects Of Interest Surveyed

To keep the Army and Navy informed of non-military research and exploration activities, the Committee on Geographical Exploration of the Joint Research and Development Board has engaged Earl Parker Hanson, geographer, explorer and writer, to survey geographical research projects and expeditions that are of military interest.

Hanson's surveys are expected to establish a close routine liaison between the armed forces and civilian agencies and individuals possessing practical, detailed information on such regions as the Arctic, deserts and tropic areas. The surveys will be confined to non-military governmental agencies, non-governmental organizations and any foreign agencies that can be reached.

British Turbo-Jet Engine To Power New Navy Fighter

Turbo-jet engines of British design will power a new Navy carrier fighter, expected to be test flown for the first time this summer. The engine is the Rolls-Royce "Nene."

The Navy has ordered a number of the engines from Pratt and Whitney, but two of the three new fighters to be tested late this summer will be powered by British-made Nenes brought to the U. S. for experiment. The tests are expected to lead to further development and modification of the British engine by U. S. designers.

British designers have produced many excellent, high-performance aircraft engines, features of which have sometimes been adapted by U. S. engine builders in power plants for American planes.

Revised List Published Of Veterans' Bonus Laws Passed by States

A revised list of states which have passed veterans' bonus laws, and statements of the provisions of the laws, have been published by the Navy (see NDB, 47-400).

The naval service was advised that COs should execute any required substantiating documents or certifications, in order to avoid correspondence with BuPers. Additional information, if needed, can be obtained from the civil readjustment officers of the naval districts, or by writing to the state officials listed below.

Veterans and naval personnel still on active duty may be eligible for such bonuses, but the eligibility requirements vary. Requirements were printed in the Navy Department Bulletin (item 47-400), or may be obtained by present or former residents of the states concerned by writing civil readjustment officers or state officials.

Should other states pass bonus laws, this list will be revised. The bonus laws presently on the books provide, in brief, for the following:

• CONNECTICUT—$10 per month of active service or major portion thereof; $300 maximum payment. Address requests for application blanks to: Treasurer of the State of Connecticut, Hartford 6, Conn.

• ILLINOIS—$10 for each month of active domestic service; $15 for each month of active foreign service; $50 minimum payment, $892.50 maximum payment. Address requests for application blanks to: Service Recognition Board, 301 W. Adams St., Springfield, Ill., or Illinois Veterans Commission, 223 E. Monroe St., Springfield, Ill.

• MASSACHUSETTS—$100 for service in continental U. S., only, for less than six months; $200 for service in continental U. S., only, for more than six months; or, $300 for service outside the continental U. S. or in Alaska. Address requests for application blanks to: Treasurer and Receiver General, State House, Boston, Mass.

• MICHIGAN—$10 for each month of domestic service; $15 for each month of overseas service; $500 maximum payment. Address requests for application blanks to: Office of Veterans Affairs, 411 West Michigan Ave., Lansing, Mich.

• NEW HAMPSHIRE—$10 for each month of active military service, not to exceed $100. Address requests for application blanks to: Gen. Charles F. Bowen, Adjutant General's Office, State House, Concord, N. H.

• RHODE ISLAND—$200. Address requests for application blanks to: John A. Notte, Chairman of the Veterans Bonus Board, Room 127, State House, Providence, R. I. Applications not accepted after 30 June 1947 (See ALL HANDS, June 1947, p. 51).

• VERMONT—$10 for each month of enlisted service not exceeding a total of 12 months' service. Address requests for application blanks to: Veterans State Bonus Division, State House, Montpelier, Vt.

• ALASKA—$10 for each month spent in service, or fraction thereof. Address requests for application blanks to: Commissioner of Veterans Affairs, Juneau, Alaska.

Standard Transfer Order Regulation Is Modified

BuPers and BuSandA, in a new joint letter, have modified their previous joint letter regarding standard transfer orders, dated 17 Jan 1947 (NDB, 31 January; 47-108).

The new letter directed that the last sentence in para. 5 of the previous letter be deleted, and the following substituted:

"A signed copy of all Standard Transfer Orders will be mailed to the ultimate destinations at the time of transfer and a signed copy retained in the files of the originator. Commanding officers of intermediate reporting stations shall inform the commanding officers of ultimate destinations when, for any reason, there is an unusual delay in transfer of such men to their final destination, or when the transfer is cancelled or modified, in order that the men will not be erroneously declared deserters."

257 Manuscripts Submitted In Navy Literary Contest

Poems, short stories, novels, articles, interviews and radio scripts—257 manuscripts in all—were submitted by Navy writers in the Navy's first literary contest. Competition closed 1 May. The contest was sponsored by the Navy League.

Two winners will be named, at least one of whom will be an enlisted man. Prizes will be all-expense trips to the annual Bread Loaf Writers' Conference at Middlebury, Vt., from 14 to 28 August.

About two-thirds of the entries were from enlisted men of the Navy and Marine Corps. Officers were represented up to rank of captain in the Navy. Waves and Navy nurses also entered material. Manuscripts arrived from all over the world for the contest.

Beach Party on Guam For USS Bairoko's Crew

Crew members of USS *Bairoko* (CVE 115) held a beach party on the shores of Guam during the ship's short visit to the island recently.

The party, which was held on three consecutive days so that all hands could participate, took place at Hoover Park, a Navy recreation center on the island. Entertainment included swimming, softball and sightseeing.



GIVE US THE WORD

. . . . Like big raindrops in an atoll squall comes a deluge of replies in the ALL HANDS reader survey (is your ship getting enough copies? . . . what new features do you want? . . . do our cartoons split your seams? etc.)

All of which gives the editors a galloping start toward the goal of printing the type of informative material which answers your questions and gives The Latest Word . . . (space in 64 pages doesn't "stretch").

A note to BuPers Attn. Pers 54, speaking your piece will pass The Word that the editors want to hear.

1-in-10 Distribution

No. 1 agreement in the survey is that the 1-in-10 distribution of ALL HANDS ("Pass this copy along," see cover) sometimes comes unglued.

BuPers CircLtr 162-43 set up this ratio and—with the printing funds available—it's a little bit of the same . . . "that's all there is, there is no more" . . . press run is 55,000 monthly and copies are mailed on the basis of latest complement figures and the Standard Navy Distribution List . . . about the 10th of each month, the mail room scrapes the bottom . . . zero.

Body Blows From Balboa

Navy boxing's always hot news and this month ALL HANDS registers a KO with a staff-written piece (see page 2) on the All-Navy Boxing Tournament in Balboa Stadium, San Diego. It's all there.

More on Retirement, Legislation—

Back to the poll on the features you want: the survey indicated a demand for more Letters to the Editor (on any subject) more dope on Navy policies and "official personnel management information," more of The Word (advance information) and more brief digests of Alnavs and NavActs in The Bulletin Board.

Results are still coming in and the answers are what we need in the way of hints . . . every effort will be made to use your suggestions in pumping new blood into the magazine . . . keep in mind the idea: "Pass This Copy Along—1-in-10 is all there is."

—The Editor

Better, Speedier Administration of Justice Proposed

Better, speedier administration of naval justice is provided in legislation introduced in the 80th Congress (S. 1338, H. R. 3631).

The Navy announced at the same time that other changes in the system of naval justice, which do not require legislative sanction, will be placed in effect in the immediate future.

SecNav James Forrestal said the changes were proposed after study of the surveys and recommendations made by several committees appointed in 1943-47 to investigate and advise in matters of naval justice.

The Secretary praised the service rendered by civilian members of committees headed by Arthur A. Ballantine, New York attorney; Justice Matthew F. McGuire of the District Court of the U. S. for the District of Columbia, and Prof. Arthur J. Keeffe of Cornell, and the report of the survey conducted by Commodore Robert J. White, CHC, USNR, now Dean of Catholic University, Washington, D. C.

Among improvements provided in the proposed legislation are the following:

• Clarification of questions of jurisdiction by setting forth more realistically the jurisdiction of naval courts martial over persons, offenses, time and place.

• Redefinition of the functions of the judge advocate in a general court martial. Under existing law, the judge advocate acts in the dual role of prosecutor and legal adviser to the court. The legislation requested by the Navy would separate these duties and impose on the judge advocate the responsibility of advising not only the court upon all matters of law, but the prosecutor and defense counsel as well. He would rule on all interlocutory matters except challenges. The court would retain the authority to overrule the judge advocate on his rulings, but in that event the ruling of the judge advocate and the reasons of the court for not accepting it would be spread upon the record of proceedings to facilitate legal review. The judge advocate would be permitted to question witnesses to clarify, but not to originate, evidence, and would be required specifically to advise the court with respect to the elements of proof required to convict on any given offense. He would be permitted, on his own motion, at any time during the trial, to advise the court on legal questions. Such advice would be given in any case after a motion for a finding of not guilty and prior to the deliberation of the court on the findings. The judge advocate would be subject to disqualification for the same reasons as members of the court, and would be empowered to declare himself disqualified.

• Qualifications of the judge advocate to act as such would be certified by the Judge Advocate General of the Navy, and the judge advocate would be responsible to that officer for the performance of his law duties.

• In addition to the judge advocate, there would be a prosecutor and a defense counsel for each general court martial, likewise certified as to qualifications. The defense counsel automatically would be available to each person brought to trial, but the accused would be free to select counsel of his own choosing if he so wished. Counsel of the accused's choice could be either a civilian or a member of the service.

• Subpoena power to extend throughout the U. S. This power currently is limited to the jurisdiction of the state in which a court martial is sitting.

• Modifications in review procedure. At present, a convening authority reviews each record of proceedings not only for legality but for whatever action appears proper with respect to the sentence. Under the proposed change the convening authority of a general court martial would be permitted to operate on the sentence only, whereupon the record of proceedings would be forwarded to the Navy Department for legal review. The object of this change is to remove possible influence the convening authority might have on the members of a court martial with respect to its findings.

• Summary court-martial powers would be increased, to close the gap between existing summary court-martial powers and the current practice followed by general courts martial in awarding sentences. This is expected to decrease the number of general courts martial.

Other statutory changes requested would include authority on the part of convening authorities in time of war or emergency, or when authorized by SecNav, to fine officers and men not exceeding one-half of their monthly pay; authority on the part of the JAG to set aside the findings of courts martial, and authority of SecNav to issue regulations not only to prescribe court-martial procedure but to insure impartiality at all stages in a court-martial proceeding, including the review.

Among administrative changes now in process is a general revision of Naval Courts and Boards, which will be reissued as the Naval Law Manual. Some of the major features in this revision will include:

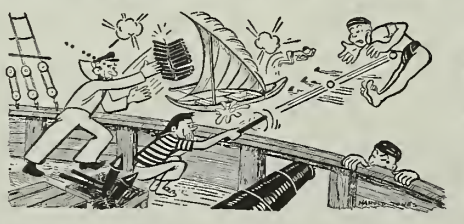
• A more comprehensive pre-trial procedure, which calls for the individual facing disciplinary action to be provided with counsel from the very beginning, and for a thorough pre-trial investigation by an officer appointed for that purpose. No statements will be required from any person before he is given a chance to consult with counsel. The report of the investigation will be attached to the record of proceedings in all guilty-plea cases for the purpose of

WAY BACK WHEN

Firecrackers and a Naval Victory

When you are celebrating the Fourth of July, remember back ta the doys of old and solute the memary af USS Grand *Turk*. Not only was she the first Americon ship to visit China, but she was the first ship ta bring firecrockers bock to the United States.

The birthplace af firecrackers is believed to be Chino. There ond in India they were developed to high perfection. Firecrockers were introduced to Europe at obout the some time as gunpawder. As early as 1540 they were manufactured in Italy ond during the 17th and 18th centuries they were used for oll galo celebratians.



Bock in 1840 an interesting incident happened ta the American brig *Independence*, becalmed off the island af Sumatra. She was commanded by Capt. Decimus Forthridge ond was carrying a laad of firecrackers for expart to the United States.

In the middle of the night the dread cry af "pirotes" was heard. All honds immediately swormed on deck, anly to find that they had na ammunitian abaard. The murder af the crew and the plundering of the ship wos inevitable, far alongside had crept two wor proos (Malay sailing vessels) filled to the gunwales with dork-skinned cutthroats.

The captoin, in o desperate desire for oction, tore open a case of fireworks ond begon to light off the Raman condles ond rockets.

The notives were omozed by the disploy and when the leoder of ane of the proos wos hit in the stomach by a Ramon condle they withdrew.

In the meantime o third prao hod crept up to the onchar. Pirates began to clamber up the anchor choin.

At this time the poper wrappings of o box of firecrackers begon to burn. The captoin seized the box and threw it among the ottockers in the boat. The box split open ond pinwheels started to whirl, candles ond rockets started to explode omid the barelegged occuponts of the boat.

Rother than foce this ordeol the Moloys went overboard ta o mon. They decided to take their chances with the shorks rother than face the firewarks.

review, after defense counsel is given an opportunity to object to it in whole or in part.

• Changes in trial procedure will include authority for postponement upon the request of either party; the ruling on special pleas by the judge advocate, subject to being overruled by the court; requirements that the accused be advised that a plea of guilty will not be received in cases extending to capital punishment, and that in cases not extending to capital punishment such a plea will not be received until he has an opportunity to consult counsel. It will be made clear to each accused that the plea of guilty admits the offense and makes conviction mandatory. He also will be advised of the maximum sentences which may be imposed. Counsel will be permitted to make an opening statement, and to move for a finding of not guilty at the end of the prosecution's case. Voting by members of the court will be by secret ballot, and findings will be announced in open court. Sentences will start to run immediately upon being announced by the court (except for sentences of death, dismissal, discharge or reduction in rating).

In the event the proposed legislation is enacted, the record of proceedings of court martial will go through these review stages: On completion of the trial it will go to the convening authority, who, as previously stated, will have authority to reduce or mitigate the sentence, or put the accused on probation, recommend clemency, or take whatever action appears appropriate to him, provided he does not increase the severity of the sentence. The record will then go to the Navy Department where it will be reviewed in the JAG's office for legality. If the JAG finds the conviction is not legal, he will have authority to set it aside. If he finds it to be legal, it will go next to a board of officers to be known as the Naval Sentence Review and Clemency Board, which has been established in the office of UnderSecNav. The board's primary duty is to decide what action is to be taken on the sentence awarded in each case. The Congress will be requested to define the power of this board to remit, mitigate or commute sentences.

On completion of the review of each case, the individual concerned will be notified. Within one year from notification he will be permitted to appeal his case to a board of appeals, which would be created by the proposed legislation. This board will have authority to consider not only questions of law but new evidence and other features in connection with each case, and the action of this board would be final, subject only to the reserve power in the Secretary of the Navy and the President to remit, mitigate, commute or set aside.

All-Navy Softball Tourney Scheduled For September; Area Groupings Listed

The All-Navy Sports Program moved ahead with announcement that an All-Navy Softball Tournament will be held the first week of September. Time and place of the tournament will be determined after results of eliminations are known, it was announced by BuPers Circ. Ltr. 92-47 (NDB, 31 May).

BuPers Circ. Ltr. 68-47 (NDB, 15 April) listed the area grouping which has been decided upon for all eliminations. These groups consist of:

Group I: Com 1, Com 3, Com 4, Com 5, Com 6, PRNC and SRNC. Fleet units normally based on east coast ports are to be considered eligible to participate in east coast naval district eliminations.

Group II: Com 7, Com 8 and Com 9.

Group III: Com 11, Com 12, Com 13 and Com 17. Fleet units normally based on the west coast are to be considered eligible to participate in west coast naval district eliminations.

Group IV: ComServLantSubord-Com, Com 10, Com 15 and fleet units in the Atlantic Fleet and those fleet units based in east coast ports which choose to compete in ServLant eliminations.

Group V: ComServPac and fleet units and shore activities in the Hawaiian area and those fleet units in west coast ports desiring to compete in ServPac eliminations.

Group VI: ComServPac and all naval activities ashore and afloat west of the Hawaiian Islands.

Elimination contests for the Softball Tournament between teams of Group I will be held at Com 4; Group II, at Com 7; Group III, at Com 12; Group IV, at ComServLantSubord-Com; and Groups V and VI, at ComServPac.

Two teams will meet in the finals for the championship. One team will be the champion from groups I, II and IV, and the other will be the champion from groups III, V and VI. The championship will be determined on the basis of three out of five wins.

Amateur or professional, officer or enlisted, all personnel on active duty in the Navy or Marine Corps and Naval Reserve personnel on active duty (not for training only) may participate in the tournament, but NROTC and Naval Reserve units may not. Teams may not have more than four officers as playing members in the game at one time.

Other All-Navy sports competitions on the calendar include the tennis finals at the Naval Academy beginning 29 June (see ALL HANDS, June 1947, p. 34), and the swimming and diving championships at NAS, Jacksonville, the week of 18 August (see ALL HANDS, June 1947, p. 37).

NACP Students Checked For Overpayment of MOP

Naval Aviation College Program students are, in some cases, being checked for overpayment of mustering out pay. Authority to make the checkage at the rate of only $5 per month for all but those NACP students on active duty, who will be checked at the rate of $15 per month, was contained in Alstacon 202025 of May 1947.

NACP students in school, not on active duty, draw $50 per month retainer pay. Those on active duty draw the pay of an apprentice seaman, and flight pay if in flight status. The Alstacon was issued to make easier the repayment of mustering out pay, in view of the students' restricted funds.

Overpayments occurred only in cases where V-5 aviation cadets were released to inactive duty in the NACP, and were paid mustering out pay in error. It has been ruled they were not entitled to MOP, because they in fact continued their training program.

When discharged as NACP students, those who have not previously been entitled to MOP, including those now being checked because of erroneous payment of MOP, will become entitled to it.

BuShips Gives Course In Neutron Physics

A course in neutron physics, similar to that offered in few universities, is being conducted by the Bureau of Ships in Washington, D. C., with 33 Navy engineers and physicists as students.

The 15-week course will consist of 30 lectures covering neutron production, neutron collisions, absorption of neutrons, nuclear energy, nuclear reactions, diffusion of slow neutrons, nuclear fission and the uranium pile.

WHAT'S IN A NAME?

Master-at-Arms

Masters-ot-arms are by no meons a modern innovotion, for records show that os eorly as the reign of Charles I, they were introduced into the Royal Novy. However at thot time they were called seo corporols.



In those doys they were the custodions of oll the swords, pistols, corbines and muskets. Among other duties — of which they hod mony — they hod to see that the bandoliers were filled with fresh powder before going into oction.

Besides being the chief of police they hod to be qualfied in close order fighting under arms.

Last but not least, masters-at-arms once led the drills under arms for the seamen.

Officers' Full Dress And Dress Uniforms Out Until 1 Oct 1949

Officers' full dress and dress uniforms, discontinued during wartime, will not again be authorized before 1 Oct 1949. This was announced in the Navy Department Bulletin, item 47-352.

The directive stated there is as yet no crystallized opinion as to what the full dress or dress uniform will consist of after the above date. In the meantime, dress uniforms for evening wear will continue to be service dress, blue, D, or service dress, white, as directed by appropriate commands. Blue, D, of course, is the service dress uniform with bow tie and white or blue cap cover, as prescribed.

Studies are under way to design a new simplified dress uniform, or to adopt portions of the old dress uniforms, eliminating their less desirable features. Comments and suggestions from the service are invited, which may be addressed to the Chief of Naval Operations, Attn: Op-101.

Several factors must be considered in any re-design of the dress uniforms, prominent among them the trends of other nations and other services in the matter, since U. S. naval officers are often called upon to appear at official and semi-official functions at which dress uniforms are worn and in which officers of other nations and services take part.

The old full dress, blue, uniform included frock coat with decorations and large-size medals, cocked hat, full dress epaulettes, gold-striped trousers, full dress belt and sword, white gloves and black shoes. The dress blue was similar, replacing the striped trousers with plain blue trousers. Undress blue eliminated epaulettes, and replaced medals with ribbons, and dress with undress sword belt.

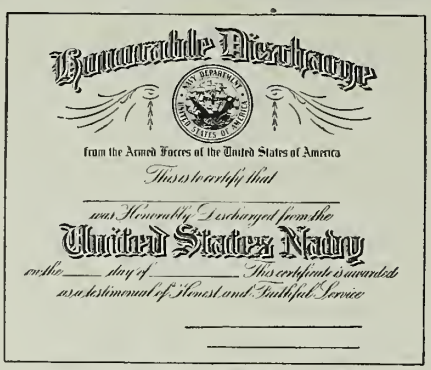
There were also evening full dress and evening dress uniforms, with long coats, and dinner dress with the short mess jacket.

Committees Named to Aid Mobilization Planning

Major industries are represented in seven newly-formed industrial advisory committees to assist in planning U. S. industrial mobilization in event of war. In addition to aiding the Army and Navy Munitions Board in industrial mobilization planning, the committees also will assist in solving problems concerning storage of materials for future use.

The seven advisory committees represent the fiber, copper and copper base alloy, non-ferrous metal, nonmetallic mineral, textile, ferrous and non-ferrous additive alloys and the aluminum and magnesium industries.

The committees bring the number of industry advisory committees assisting the Munitions Board to a total of nine.


Honorable Discharge

from the Armed Forces of the United States of America

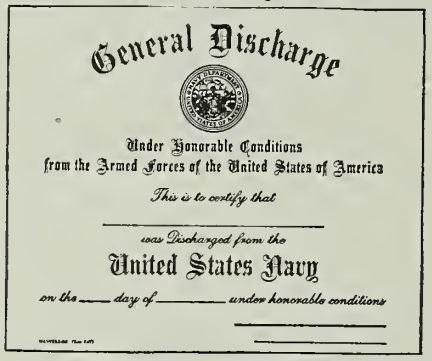
This is to certify that

was Honorably Discharged from the

United States Navy

on the ___ day of ___ This certificate is awarded as a testimonial of Honest and Faithful Service

New Honorable Discharge Certificate


General Discharge

Under Honorable Conditions

from the Armed Forces of the United States of America

This is to certify that

was Discharged from the

United States Navy

on the ___ day of ___ under honorable conditions

New General Discharge Certificate

Discharge Certificates Of New Designs Issued

The Navy has begun issuance of discharge certificates of new design to all persons discharged after 1 July. The new certificates were announced by Alnav 125-47 (NDB, 15 June).

Honorable discharge certificates have been redesigned, principal changes being the elimination of the engraving of the old cage-masted battleship in favor of the Navy Department seal, and the fact that the new certificate shows an honorable discharge "from the Armed Forces of the United States of America."

The certificate of discharge under honorable conditions has been changed to a general discharge and the Navy Department seal has replaced BuPers' seal on the new ticket.

Alnav 125 also announced that after 1 July all Navy ships and stations will resume issuance of discharge certificates and honorable discharge buttons to persons released on board for purpose of immediate reenlistment, but retroactive issuance of the new certificate and button will not be made to men discharged and reenlisted prior to 1 July.

Marines Must Wear Coats Or Jackets in Public Places

Marine Corps officers and enlisted personnel are not authorized to appear in public places off posts and stations without the uniform coat or jacket, it was announced by AlMarCon 291444.

Exceptions will be made only in the case of enlisted men who have not been issued jackets.

Hiring of Civilians For Physical Training Instructors Approved

Civilian billets for physical training instructors were authorized at activities hampered by demobilization of specialists (A), in BuPers Circ. Ltr. 91-47 (NDB, 31 May). The letter which superseded BuPers Circ. Ltr. 170-46 (NDB 31 July 1946) listed appropriate positions authorized at district and local command levels and at major shore stations, and made suggestions for payment of salaries.

The letter authorized the following billets:

- At applicable command level—Administrative assistant to the director of welfare, district motion picture bookers of the Optional Naval District Motion Pictures Plan, office assistants, bookkeepers and clerical assistants.
- At local station level—Administrative assistant to the station recreation officer, physical training instructors and office assistants.

Since funds in the Navy's Welfare and Recreation appropriation do not permit payment of these salaries, they must be borne by the individual command or station concerned, within the ceiling and budget limitations, the letter advised. Commands not having funds sufficient to defray salaries were authorized to use command recreation funds or local recreation funds.

Other positions authorized by the circular letter as appropriate expenditures against local recreation funds included motion picture operators and technicians; attendants for swimming pools, gymnasiums, athletic fields, game rooms, bowling alleys, and theaters; part-time instructors in off-duty educational programs, and recreation program components, including enlisted and CPO club managers, library assistants and receptionists.

Salary scales, the letter concluded, should be based on established scales for comparable civilian positions.

Atom Bomb Operations Personnel Get Blood Tests

A routine check-up of blood counts, to include any persons missed in the first Bikini follow-up check last summer, was ordered by BuMed. The new blood tests are to be performed upon all men still in service who took part in the Bikini atom bomb tests.

Alnav 122-47 (NDB, 31 May) announced the tests and directed: "all cases of abnormal blood counts shall be repeated. Forward results of all examinations to BuMed, Code 74, with personal data, as full name, rate or rank, service number, date and location of examination, and approximate time attached to Operation Crossroads and/or Radiological Safety Program."

Blood counts made after the tests last summer of the 35,000 to 40,000 men and officers who took part in the operation showed no abnormalities.

Enlisted USNR, USN-I Men May Reenlist Only At Recruiting Stations

New instructions regarding the enlistment or reenlistment in the regular Navy of USNR and USN-I personnel were issued by BuPers Circ. Ltr. 86-47 (NDB, 15 May).

Effective 1 July, the letter announced that enlisted USNR and USN-I personnel remaining on active duty under the appropriation "Pay and Subsistence Naval Personnel" (that is, enlisted men who have not been separated after active service in World War II), will not be permitted to enlist or reenlist in the regular Navy at any activity other than at regular Navy recruiting stations. Enlistments or reenlistments of such persons at regular Navy recruiting stations will be governed by policies and directives in effect in the Navy Recruiting Service on the date of enlistment.

The letter further declared that such USNR and USN-I personnel shall be informed upon discharge that, provided they are otherwise qualified, they may be enlisted or reenlisted at Navy recruiting stations only under the following conditions:

- Men discharged in ratings in pay grade 4 or higher, except ETMs or AETMs, will be enlisted or reenlisted only as S1, F1, HA1 or STM1, as applicable.
- Men discharged in ratings in pay grades 5, 6 or 7 will be enlisted or reenlisted in the rating in which discharged.
- Men discharged in ratings of ETM or AETM will be enlisted or reenlisted in rating in which discharged.

BuPers Circ. Ltr. 41-46 (NDB, 15 Feb 1946), which provided for immediate enlistment or reenlistment in the regular Navy of enlisted USNR and USN-I personnel, and Alnavs 112, 238 and 332, all of 1946, which had modified Circ. Ltr. 41-46 and limited changeovers to certain specified rates, were cancelled, effective 1 July 1947.

Academy Graduates 494, Smallest Class Since '41

The smallest class since 1941 was graduated from the Naval Academy last month, with 494 midshipmen receiving diplomas from SecNav James Forrestal.

This year's group is only the first section of the full 1948 class. The second section will be graduated next year. Last year's class totaled 812.

Of the graduating midshipmen, 471 were commissioned into the several branches of the Navy. Thirty-three were commissioned second lieutenants in the Marine Corps.

In his speech, SecNav told the new officers that the years ahead probably would be "more deeply vexed and troubled than those facing any generation which has left the Naval Academy since 1861."

ENLISTMENT OF EX-RADIOMEN CLARIFIED

Procedures affecting enlistment or reenlistment in USN of former USN, USNR and USN-I personnel who were discharged in ratings of radiomen or aviation radiomen, pay grades 1 through 4, were published in Recruiting Service Order 8-47.

The order pointed out that previous directives ordered COs to change ratings of radiomen and aviation radiomen to radio technician and aviation radio technician (which ratings later became electronic technician's mate and aviation electronic technician's mate), provided the individuals concerned had graduated from one of these schools:

NTSch (Radio Materiel), Anacostia Station, D. C.

NTSch (Radio Materiel), Treasure Island, Calif.

NTSch (Radio Materiel), Navy Pier, Chicago.

NTSch (Aviation Radio Materiel), Corpus Christi, Tex.

In some cases, ratings were not changed in accordance with the directives, and consequently some of the men concerned were discharged as radiomen or aviation radiomen. In view of this, BuPers directed that ex-members of USNR and USN-I applying for enlistment in USN regardless of length of time elapsed since discharge, be interviewed to determine whether they graduated from one of the schools listed above. In cases where such graduation is confirmed, BuPers will authorize enlistment or reenlistment in USN as electronic technician's mate or aviation electronic technician's mate, in a pay grade equal to that in which discharged.

(Current directives allow "broken service"—enlistment of USN personnel, and enlistment or reenlistment in USN of—former USNR or USN-I personnel, in no higher than pay grade 5, regardless of rating held at time of discharge; except that former ETMs or AETMs may be enlisted or reenlisted in the pay grade held at time of discharge).

The order emphasized that USN, USNR and USN-I personnel discharged in radio technician or electronic technician's mate ratings shall be enlisted or reenlisted, provided physically and otherwise qualified, as ETM or AETM in the pay grade in which discharged regardless of length of time elapsed since discharge.

Widows of Veterans May Be Entitled to Death Benefits

Many widows of veterans of World Wars I and II, who have not applied, may be entitled to death benefits, the Veterans Administration announced.

World War II widows are entitled to benefits in cases of death due to service-connected causes and in some cases of deaths due to non-service connected causes. The VA defines the widow of a World War II veteran as a woman who was married to the veteran prior to 10 years after the official end of the war, and it of course includes women who now are wives or widows of World War II veterans. It does not include those who have remarried since the veteran's death.

World War II widows are entitled to non-service-connected death benefits only in event their deceased husbands were entitled to disability compensation at time of death.

World War I widows, provided they have not remarried, are entitled to both service-connected and non-service-connected death benefits.

For full information, write the nearest activity of the Veterans Administration, or to the VA in Washington, D. C.

16 Officers Have Completed Electronics Supply Course

Sixteen officers have completed the three-week course in electronics supply, held at NSD, Bayonne, N. J. Officers training in this course are selected from the graduating class of the Naval Supply Corps School, Bayonne, and are assigned duties at the Electronic Supply Office and various NSDs and naval shipyards.

The Electronic Supply Office is one of the new activities established under the Navy Supply System (see ALL HANDS, June 1947, p. 14). It is under the joint cognizance of BuSandA (for supply functions) and BuShips (for technical functions). It is located at NSD, Bayonne. The office currently is engaged in a vast process of cataloging and description of electronics parts, in accordance with Army-Navy standards to provide a common basis of identification of the parts for all government departments.

159 MarCorps Officers Revert to Permanent Rank

The Marine Corps announced termination of temporary appointments of 159 regular and Reserve officers in Alnav 126-47 (NDB, 15 June), and their reversion to permanent rank effective 1 June. Of the officers affected by the order, three reverted to their permanent rank of captain in USMCR, 97 reverted to other permanent ranks and were immediately appointed to the temporary rank of captain and 59 reverted to other permanent ranks and were immediately appointed to the temporary rank of first lieutenant.

The Marine Corps explained the action was taken to place officers in the same class or group in the same rank, and to restore Marine Corps naval aviators to their original positions on the lineal list with relation to their ground contemporaries.

SURVEY SHOWS U. S. GREAT SEA FORCE

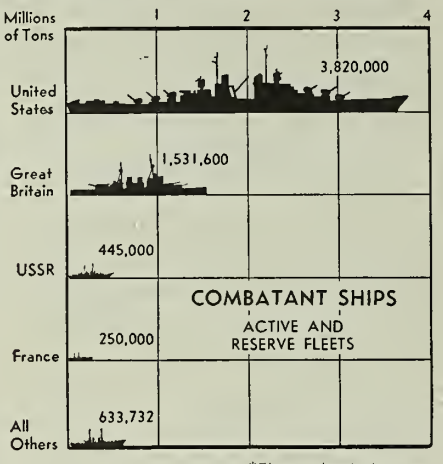
The world's navies and armies have been compared in a vast military survey conducted by the *New York Times* and by its military writer, Hanson W. Baldwin. The survey showed the U. S. Navy to be a great sea force, possessing a greater tonnage of major combatant ships than are in all the world's other navies combined.

The *Times* reported that of the world's 6,680,000 tons of warships in five principal categories (battleships, cruisers, carriers, destroyers and submarines), the U. S. has 3,820,000 tons in active and reserve fleets. Similar types in the combined fleets of the rest of the world total 2,860,000 tons.

The *Times'* survey concurrently revealed that, almost two years after the end of World War II, peace has not yet come to the world. Three large-scale colonial or civil wars are raging (in the Far East), involving about 7,500,000 men, and at least 2,000,000 troops are occupying or garrisoning territory beyond their own national boundaries.

Wartime construction boosted the U. S. far ahead into first place, the *Times* said, leaving Great Britain as the second ranking sea power with some 1,531,000 tons of the classes considered in active and reserve fleets. The *Times* said Russia is maintaining a sea force of some 445,000 tons, and France a navy of about 250,000 tons. All other navies total 633,732 tons.

The *Times'* survey also revealed the preponderant position of the aircraft carrier in the world's navies. The U. S. is maintaining more than 100 carriers in its active and reserve Fleets, more than double the number of all other carriers in the world. The *Times* said the British navy is maintaining some 40 carriers, and a handful of other navies have one or two carriers each. The total of all carriers other than those of the U. S. does not exceed 50.



*Figures denote tonnages

Times' statistics on the world's ground armies show the U. S. well out of first place in numbers of men, but the statistics do not, of course, reflect the relative standing of the armies from the standpoint of equipment, reserve manpower, or organization. Numbers of men in the world's leading ground forces are as follows: China, 5,750,000; Russia, 3,800,000; Great Britain, 1,210,000; India, 1,000,000; Turkey, 675,000; U. S., 670,000; France, 430,000; Spain, 422,050.

The *Times* declared there are only three great air powers in the world, the U. S. with 37,000 operational and reserve planes, the Soviet with 25,000, and Great Britain with an unspecified number. Statistics on men in the world's air forces were only approximate.

The *Times* commented, "Despite some differences, world military statistics available today, which are shrouded in much deeper secrecy than they were before the war, indicate a parallel between the present era and the post World War I era of 1919-22, when an armaments race was threatened.

"Then the race centered on naval construction; today millions, perhaps billions, of dollars in concealed funds, only a fraction of which are reflected in this survey, are being spent on research and development into the atomic bomb, bacteriological warfare, guided missiles, jet planes and other new weapons."

The *Times* listed four reasons why armed forces are being maintained in the world today:

- Tension among the great powers and fear, among smaller powers, of aggression by a great power.
- Occupation duties and tasks arising from the war.
- Maintenance of colonial empires.
- Internal police tasks and the maintenance of ruling regimes in power.

Gen. Carlson, Leader Of Famed 'Raiders,' Dies; Was Veteran of Two Wars

Brig. Gen. Evans F. Carlson, USMC (Ret), famed as the leader of Carlson's Raiders in World War II, died 27 May in Portland, Ore., of a heart attack. The veteran of two services and two wars was 51.

Gen. Carlson had retired to a cabin on Mount Hood in search of peace, after more than 30 years in military service in far-flung outposts of the world.

He won his greatest fame when his hand-picked fighting force, the Second Marine Battalion, known to its members as the Gung-Ho battalion and to the world as Carlson's Raiders, swept over the Japs on Makin Island in August 1942.

BuShips Issues Rules For Painted Replicas Of Ribbons on Ships

Rules for display of painted replicas of area campaign ribbons and the Navy Unit Commendation Ribbon on ships which have earned them were issued by BuShips in a letter to all ships and stations (NDB, 30 April; item 47-438).

CNO has authorized display of the ribbons, with operation and engagement stars to which the ship is entitled, under the same rules and regulations prescribed for wearing of ribbons by individuals. Ships also were authorized to display a bronze plaque inscribed with names of persons decorated for service aboard the ship.

BuShips issued instructions on display of awards, on the basis of recommendations of CincPac and CincLant.

Replicas of ribbons (including Navy Unit Commendation, American Area, European-African-Middle East Area and Asiatic-Pacific Area, and *no* others) may be painted by the ships force in sizes and locations specified in the directive. Diameter of operation and engagement stars painted on the replicas must be three-eighths the width of the ribbon and the stars must be painted with points down.

Instructions were given for procurement of bronze plaques, which are to be 24 inches wide, 3/16 inches thick and not more than 36 inches long. The letter directed the plaques be located by the ship's CO, in a frequented area readily accessible to officers, enlisted men and visitors.

You Can Whistle While Whistle Does the Work

Got some grass you want mowed? Just whistle. Got a airplane landing field you want cleared of fog so a plane can land? Just whistle.

That's what the Naval Research Laboratory is doing. Experiments on extremely shrill whistles have already produced results in the two above departments, and other possibilities are endless. Two great difficulties are encountered by using the supersonic whistle: Everyone in the neighborhood would become uncomfortable and the expense would be too great to operate over a great area.

The whistle operates by sending out powerful vibration waves through the air at a frequency near the edge of audible sound—about 17,000 cycles per second. Some persons would hear this as an ear-rending shriek. Others would not hear it at all.

When the supersonic vibrations pass through fog, the minute vapor droplets coagulate to about the size of raindrops. After the vibrations pass, they fall to the ground. More fog would form again a short time later, however. The grass-mowing works in much the same manner. The grass stems are agitated by the sound waves thousands of time per second until they break off.

Instructions Revised For Use of Navy Oxygen Breathing Apparatus

Tests have revealed a deficiency in Navy type A-1 oxygen breathing apparatus which required a revision of instructions for use, BuShips reported in a letter to all ships and stations (NDB, 30 April; item 47-437).

Results of the tests showed that the colder a canister is when put into use, the greater will be the number of breaths required to start it, and the greater the length of time required to bring it to a rate of oxygen generation sufficient for working conditions.

Instructions for starting oxygen breathing apparatus, contained in the instruction manual accompanying each unit and in the Fire Fighting Manual, NavShips 250-004 (688), are superseded by the following:

After the facepiece has been adjusted and checked for an airtight fit, start the chemical reaction in the canister by the following method:

(a) Grasp both breathing tubes with one hand, squeeze tightly, depress starter valve, and inhale deeply, release starter valve and tubes and then exhale into apparatus.

(b) Repeat this procedure until breathing bags are fully inflated (usually 3 or 4 breaths).

(c) With breathing bags full, exercise (alternately squatting and standing, or running or simulating running) until approximately six complete inhalations and exhalations have been taken.

(d) Pull facepiece aside with one hand and deflate breathing bags with other hand.

(e) Repeat (a), (b), (c) and (d) until canister becomes warm on top and bottom, and then reinflate with fresh air and proceed with work to be done.

BuShips explained that the chemical in the canister is started by the moisture and the carbon dioxide in the exhaled breath. When a man is working or exercising, the output of moisture and CO_2 is greater. Consequently, the rate of oxygen generation from the chemical is greater. However, in cold weather, part of the moisture of the breath condenses on the interior of the facepiece and breathing tubes, reducing the amount which comes in contact with the chemical. This prolongs the starting time, which is further slowed down if cold canisters have been used. When canister and apparatus have been in warm stowage (60° F. or above), the starting time will be relatively short.

Accordingly, the Bureau warned that the canister must be properly started and checked top and bottom for warmth before the wearer enters atmosphere suspected of containing an oxygen deficiency, toxic gases or smoke.

BuShips is developing a self-starting attachment for oxygen breathing apparatus.

List Projects on Which Seabees May Work In Connection with Training Activities

Projects on which Seabees may and may not work were listed by SecNav in a letter to shore stations, which appears as item 47-396, Navy Department Bulletin.

The letter noted that Seabees are now stationed in units assigned to locations in the continental U. S., and that units are authorized for the Amphibious Training Base, Coronado, Calif.; Amphibious Base, Little Creek, Va.; and Construction Battalion Center, Port Hueneme, Calif. The letter declared that Seabee units or personnel will not be used on new construction or any maintenance work, except in connection with their training activities.

Work permitted as in connection with training includes:

- Construction of Quonset huts, other advance-base-type structures, earthwork and similar items which will be disassembled later and which do not form a permanent part of the base development.

- Assembly of pontoon structures; construction of pontoon piers and causeways.

- Blasting of channels and areas for practice amphibious landings, which do not form part of the permanent base development and are not intended primarily for some other purpose. Such blasting should be done under simulated combat conditions.

- Construction of gun mounts, machine gun nests, obstacles to landing craft such as closely spaced piling offshore; obstacles on shore to slow the advance of tanks, infantry or other forces which will be used in practice landings, and the perfecting of new engineer or assault techniques.

- Construction of temporary camps and other facilities on adjacent islands or beaches, which will be used intermittently by landing forces.

Classes of work which Seabees may not perform include:

- Construction of permanent base facilities.

- Landscaping on or around shore stations.

- Construction of furniture or improvements for quarters or other base buildings, except that interior improvements of a minor nature may be made to enlisted men's barracks or recreation rooms and buildings, if the work does not interfere with the primary duties of the construction battalion personnel.

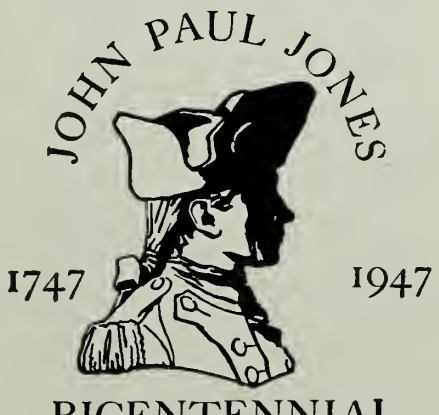
The letter warned that care must be taken to adhere to the spirit of the above provisions, and directed that questionable or borderline cases be referred to BuDocks for decision.

Reimbursement Rate Of Hospital Rations Raised to 91.5 Cents

Reimbursement rate of hospital rations went up from 80 cents to 91.5 cents per day, Alnav 121-47 (NDB, 31 May) announced.

The increase followed an earlier increase in price of meals purchased from Navy messes to 90 cents per day. The new hospital rates, occasioned by higher food costs, will affect directly officers and nurses, active and retired, subsisting off hospital messes, and certain supernumerary patients in naval hospitals.

CACHET HONORS JOHN PAUL JONES



CACHET marks 200th anniversary of hero on 6 July. It was drawn from bust of John Paul Jones made in Paris in 1780.

A special John Paul Jones cachet was available to collectors on the 200th anniversary of that naval hero's birth, 6 July 1947. The cachet was drawn from the life-size bust of Jones, done in Paris in 1780, and it was hand-stamped in ink on one-day covers sent by philatelists to the Naval Academy.

The Naval Academy has been the shrine of John Paul Jones' body since 1906, when the remains were removed from a cemetery on the outskirts of Paris and brought to the U. S., accompanied by a squadron of warships. The body of the first U. S. naval hero lies in a marble sarcophagus under the Chapel floor, with this inscription over it:

"John Paul Jones, 1747-1792; U. S. Navy, 1775-1783. He gave our Navy its earliest traditions of heroism and victory. Erected by the Congress, A. D. 1912."

MONTH'S FLAG RANK ORDERS LISTED

Flag rank orders last month were as follows:

Vice Admiral Thomas L. Gatch, USN, ComServLant, was ordered detached and is awaiting retirement. He was to be relieved by Rear Admiral Wilder D. Baker, USN, who was ordered detached as Commander U. S. Naval Base, Boston. Rear Admiral Morton L. Deyo, USN, Commandant of the First Naval District, was ordered to additional duty as Commander U. S. Naval Base, Boston.

Rear Admiral Sherman S. Kennedy, USN, was ordered to duty as Deputy General Inspector for the Chief of BuShips, ComWesSeaFron, relieving Rear Admiral Frederick G. Crisp, USN, who was ordered detached to await retirement.

Rear Admiral Francis E. M. Whiting, USN, was ordered detached as Commander U. S. Naval Base, New York, to await retirement, and Rear Admiral Russell S. Berkey, USN, was ordered to relieve him.

Rear Admiral Arthur C. Miles, USN, was ordered to duty in the Material Division, Office of AsstSecNav, from duty as Fleet Air Maintenance Officer, PacFlt.

Rear Admiral Henry S. Kendall, USN, was ordered to duty as ComCarDiv 15, from duty as Commander Fleet Air, Western Pacific. Rear Admiral Robert P. McConnell, USN, was ordered detached as ComCarDiv 15 and to duty as Commander Fleet Air Wing 1.

Rear Admiral Leslie C. Stevens, USN, was ordered to duty as U. S. Naval Attache and U. S. Naval Attache for Air, Moscow, from duty as Assistant Chief of BuAer for Research and Development. He was to relieve Rear Admiral Houston L. Maples, USN, who was ordered detached and to BuPers for duty.

Rear Admiral Theodore C. Lonnquest, USN, was ordered to duty as Assistant Chief of BuAer for Research and Development, with additional duty as Technical Assistant to DCNO (Air), from duty in the Office of SecNav, in connection with the Atomic Energy Commission.

Rear Admiral Roscoe F. Good, USN, was ordered to duty as ComCruDiv 1, from duty with CNO as head of the Fleet Operations Section. He was to relieve Rear Admiral Albert M. Bledsoe, USN, who was ordered to duty as Commander Support Group, Naval Forces Far East, from duty as ComCruDiv 1.

Rear Admiral Charles B. Momsen, USN, was ordered to duty as a member of the General Board, from duty as Chief of Staff and Aide to Commander Marianas.

Rear Admiral Stuart H. Ingersoll, USN, was ordered to duty as Commander Fleet Air Wing 2, PacFlt, from duty as Commandant of Midshipmen, U. S. Naval Academy.

Commodore Arthur Gavin, USN, was ordered to duty at the Naval Air Material Center, Philadelphia, from duty as Commander Fleet Air Wing 10 and Commander Air Forces Philippine Sea Frontier.

Rear Admiral John F. Hatch, SC, USN (Ret), was ordered relieved of all active duty and to return to retirement.

Commodore Earl C. B. Gould, USNR, was ordered separated from active service. His last duty had been with the Office of Foreign Liquidation Commission, War Assets Administration.

Periodic Inspections For Active Fleet Ships

Provisions for periodic inspections of ships of the active fleets were issued by CNO in a letter to CincLant and CincPac, which appears as item 47-419, Navy Department Bulletin.

The directive provides for three periodic inspections of the following types: operational readiness inspections, administrative inspections and material inspections. The letter provided that the inspections will be made during the training cycle of ships and aircraft squadrons. The cycles were previously set by CNO as being, for ships, the period between two regularly scheduled yard overhauls, and for aircraft squadrons a period of a flat 15 months.

The letter said, "Objective of the inspections is to aid in determining whether the ship is prepared to perform all the operations required of the type during war, whether the material condition is ready to meet the demands of such operations and is being properly maintained, whether the administrative methods and procedures in use are adequate to carry out the tasks and functions required by any current or prospective mission, and whether the training program has produced a satisfactory state of readiness."

Inspection of ships and squadrons will be conducted under control and supervision of CincLant and CincPac, who will exercise these responsibilities through their type commanders, and through subordinate commanders they may designate. Grading will be based on readiness of personnel and material of the ship to meet requirements of current and prospective missions, particularly those the ship would be called upon to perform in wartime.

Final grading will be done by the type commander or a designated subordinate. Grading will be limited generally to application of one of the following broad classifications: outstanding, excellent, good, satisfactory, unsatisfactory.

General instructions for the inspections were issued as an enclosure.

Rules Quoted Concerning Funds Seized in Raids If Ownership Undetermined

Attention of the naval service was directed to Court Martial Order No. 1, 1944, page 99, by the Navy Department Bulletin, item 47-363. The order is quoted in part as follows:

"Gambling raids: Funds seized to be deposited into the Treasury where ownership not definitely determined; no statutory authority for confiscation where ownership can be determined.

"Information was requested as to the proper and legal disposition to be made of funds seized in gambling raids. The Comptroller General has held that where a gambling fund is confiscated in enforcing official regulations governing conduct of persons at a Government station, the funds are vested with a Federal interest and may not be turned over to anyone unable to establish a superior legal title thereto. Where ownership to funds seized in a gambling raid may not definitely be determined because of commingling or otherwise, under the decision of the Comptroller General they should be deposited for covering into the Treasury under miscellaneous receipt account '3900 Forfeiture of Unclaimed Funds and Abandoned Personal Property.' Where ownership can be definitely determined, the funds should be returned to the owner where no criminal proceedings are instituted since no statutory authority for confiscation exists."

Officers' Data Cards Due Soon after 1 Aug

Officers' Data Cards are due in BuPers as soon after the first of August as practicable, BuPers Circ. Ltr. 94-47 (NDB, 31 May) announced. All commissioned and warrant officers who will be on active duty on 1 September are required to submit cards, with information complete to 1 August.

Form NavPers 340 (rev-7-46) must be used; earlier editions of this form may not be used. Commands were advised the cards should not be folded. Show previous enlisted service on reverse of the card, and show schools completed under special qualifications.

The letter said, "Care in preparation and prompt submission of these cards are important. They have been designed to assist the detailing of officer personnel. The information they contain is taken to reflect the current preferences and the current personal problems which deserve the consideration of detail officers.

Cards must be submitted to BuPers as follows: naval aviators, officers in flight training and officers with "A" classification, Attn: DCNO (Op 54); staff corps officers including pay clerks, Attn: Pers 311F; and all other officers, Attn: Pers 311.

'NAVAL AVIATION HIGHLY SPECIALIZED'

The naval air program of the immediate and long-range future was discussed by Rear Admiral L. C. Stevens, USN, assistant chief of BuAer for research and development, before a meeting of the National Aeronautical Association in Fort Worth.

Admiral Stevens declared the short-range program is "based upon the engineering and operational fact that for the next several years at least, there is no prospect of any weapons being in actual service which will permit us to carry a hard-hitting war to an enemy in any other fashion."

He pointed out that the Navy's Pacific force now is built around six carriers, and the Atlantic force a like number, on the premise that four will be operational, one undergoing routine overhaul and one out of action from battle damage in case of war.

"The long-range program of naval aviation," said Admiral Stevens, "is a matter of research and development. You cannot help but have the feeling that we are in the opening phases of a great technical revolution in aviation. It seems to me that there are four main aspects of that revolution—jet propulsion with all the high speed problems that it brings up, electronics, guided missiles and atomic energy."

Because the aviation art is advancing so rapidly, and because even proven models require from 15 months to two years to produce in quantity after the decision to produce is made, Admiral Stevens declared it is mandatory that for the national safety the U. S. aircraft industry be kept strong. The admiral declared, "It is a national responsibility of the first magnitude that we shall have not only minimum fighting forces in being, but also a minimum industry in being which is capable of the rapid expansion necessary to provide aircraft which our mobilized manpower can operate in case of war."

Admiral Stevens pointed out that naval aviation is a highly specialized task, and requires aircraft of specialized design. He offered as an example the carrier fighter, saying, "Its purpose is the same as an Army fighter—to shoot down other aircraft. I am often asked . . . when the Army and the Navy are going to get together on a fighter they can both use, why we don't use the P-80 on our carriers, for example, and save time and money? Now it is no great trick to rig any fighter for carrier landings, and we have done so from time to time, including the P-80, but it is impossible to make them suitable for continued service operation on carriers in quantity. We can operate more than twice as many airplanes from a single deck by specialized designs. That is the reason for the Navy's new 600-mile-an-hour Banshee fighter."

The admiral enumerated the additional requirements for operating aircraft from carriers instead of flying fields, including arresting gear and catapulting attachments, take-off characteristics to permit operation of maximum numbers, folding wings or other special arrangements to increase carrier capacity to the maximum, ability to meet hangar deck, elevator and flight deck clearances; provisions for pilots' vision in landing, and even different handling, stability and control provisions for successful carrier landings and wave-offs.

Admiral Stevens pointed out many areas of aviation design where similar equipment is developed and used by the armed services.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 117—Thirty-eighth in a series listing officers selected for transfer to the regular Navy.

No. 118—Thirty-ninth in a series listing officers selected for transfer to the regular Navy.

No. 119—Authorizes COs to certify as to duty performed by personnel within periods covered by state bonus laws.

No. 120—Calls attention to Naval Reserve Week, 18-25 May.

No. 121—Announces reimbursement rate of hospital ration set at 91.5 cents (see p. 55).

No. 122—Directs new blood count on all Bikini test personnel (see p. 52).

No. 123—Fortieth in a series listing officers selected for transfer to the regular Navy.

No. 124—Forty-first in a series listing officers selected for transfer to the regular Navy.

No. 125—Announces new discharge certificates to replace old on 1 July (see p. 52).

No. 126—Lists certain Marine Corps officers whose temporary appointments terminated 1 June (see p. 53).

No. 127—Gives procedure for requisitioning preliminary examinations for candidates to Naval School, Academy and College Preparatory.

No. 128—Clarifies provisions for accounting for spares and equipage on ships operating directly under General Supply System.

QUIZ AWEIGH

How much do you know about your Navy? Super Salts should get five correct answers, Old Salts four, Young Salts three and Boots two or less.



1. One of the Navy's newest fighters, it's a (a) Pirate (b) Privateer (c) Buccaneer.

2. It can go over (a) 500 (b) 600 (c) 700 miles per hour.



3. This man is using (a) invisible light (b) a telescope (c) a range finder.



4. Made famous during the war, it's an (a) LST (b) LCI (c) LSD.

5. It is used for (a) transporting troops (b) drydock (c) mine-sweeping.

ANSWERS ON PAGE 61

DECORATIONS & CITATIONS

Two Marine Units Given Awards for Action in Pacific

The Presidential Unit Citation and the Navy Unit Commendation have been awarded the Second Marine Aircraft Wing and the Twelfth Marine Regiment, respectively.

The 2d MarAirWing was cited for the extraordinary heroism of its action against the Japanese forces during the Okinawa campaign from 4 Apr to 14 July 1945. The wing, which bore the entire burden of land-based aircraft support during the early part of the campaign, shot down a total of 495 planes during the period covered by the citation. It played a major role in achieving air superiority essential to our success in the Okinawa operation.

The 12th MarReg was cited for action at Bougainville from 1 Nov 1943 to 12 Jan 1944, and at Guam from 21 July to 10 Aug 1944. In action 73 days during the Bougainville campaign, the 12th Marines aided in smashing an enemy counterattack on the night of 7 November and silenced all enemy fire in the Battle of Cocoanut Grove on 13 November. Landing at Guam in the face of heavy enemy fire, the regiment rendered effective supporting fire to the assault elements of the 3d MarDiv, including the disruption of an organized counterattack by seven Japanese battalions on the night of 26 July.

Navy Honors 9 Civilians Who Gave Lives on Wake

Nine construction workers who gave their lives in the defense of Wake Island have been awarded Bronze Star Medals posthumously.

Each man was cited for heroic service, courage, patriotism, and determination in the face of tremendous odds. Each volunteered to assist the men of Marine Aircraft Squadron 211, when the marines went forward to make a final stand against an overwhelming landing force.

Names and addresses of recipients: George F. Gibbons, San Jose, Calif.; Rex D. Jones, Burbank, Calif.; Charles E. McCulley, El Monte, Calif.; Jack F. McKinley, Alamosa, Colo.; Don K. Miller, Cove, Ore.; Hurschel L. Peterson, Alameda, Calif.; Ralph Higdon, Honolulu, T. H.; Clinton L. Stevenson, Los Angeles, Calif.; Harry Yeager, Los Angeles, Calif.



GUATEMALAN award is presented Fleet Admiral Nimitz by Col. Lopez for participation in World War II victory.

Citation Awarded PatBomRon 117 for Combat Operations

A Presidential Unit Citation has been awarded to Patrol Bombing Squadron 117 for outstanding combat service in the South China Sea area from 4 Oct 1944 to 11 Aug 1945. Operating from forward bases in the Marianas and the Philippines, the squadron destroyed thousands of tons of Japanese shipping, damaged shore installations and shot down 63 planes.

As one of the first three Navy long-range search squadrons to operate from Tinian, and the first to be based in the Philippines, PatBomRon 117 was cited for patrols made in advance of the Third Fleet, shore bombardment missions, night anti-shipping strikes and submarine coverage missions. Despite increasingly difficult conditions, the squadron tracked the enemy Second Diversionary Force and other heavily escorted convoys, as the Japanese made their last bid to supply their southern empire.

This unit, the citation states, engaged in coordinated operations with Army air groups and obtained tracking information for Allied submarines. After enemy shipping had been almost annihilated, it fought on to destroy even the smallest vessels and to disrupt Japanese communications.

Commanding officers of the squadron during the period covered by the citations were Capt. Everett O. Rigsbee, Jr., USN, Ross, Calif.; Comdr. Harold W. McDonald, USN, Wetumpka, Ala.; Lt. Comdr. Thomas P. Mulvihill, USNR, Columbus, Mont., and Lt. Comdr. Roger J. Crowley, Jr., USNR, Manchester, N. H.

Landing Craft Gets PUC for Battling Jap Suicide Planes

USS LCS 57 has been awarded the Presidential Unit Citation for its action against Japanese suicide planes near Okinawa on 12 Apr 1945.

Opening fire on the first two planes that penetrated our aircraft screen and plunged in suicidal dives on our concentration of ships, the LCS 57 maintained a steady barrage from her antiaircraft guns despite constant enemy strafing, and destroyed the targets. Quickly disposing of two other planes preparing to make an attack, she turned her guns on a fifth as it came in low, and exploded it close aboard.

With two 40 mm. guns out of action, the steering gear damaged and lighting and internal communications disrupted by the concussion, the LCS 57 accounted for the sixth plane before it could complete its suicide dive. Although she was suffering from further damage when a plane landed on her deck, the ship stayed afloat and fighting, and destroyed or routed the entire 26-plane formation.



NAVY CROSS

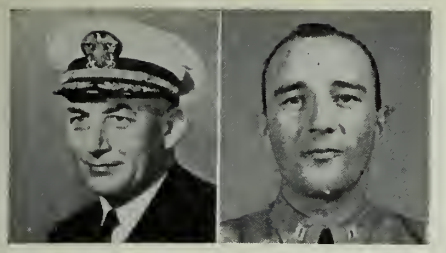
Gold star in lieu of third award:

★ CUTTER, Slade D., Comdr. (then Lt. Comdr.), USN, Washington, D. C.: As Co of USS *Seahorse*, Comdr. Cutter fought his ship during a war patrol in Japanese controlled waters from 28 Mar to 27 Apr 1944. Maneuvering his vessel through strong enemy escort screens, he launched repeated torpedo attacks to sink four enemy ships totaling over 25,000 tons and to damage an enemy submarine of over 600 tons. Although subjected to severe depth-charging and aerial bombing, he evaded the enemy and brought his ship safely to port.

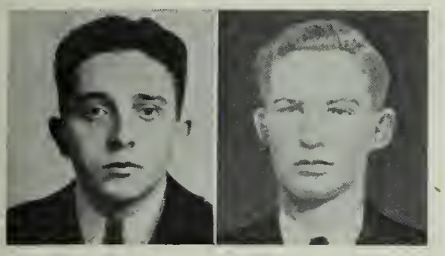
Gold star in lieu of second award:

★ BASS, Raymond H., Comdr., USN, Los Angeles, Calif.: As CO of a U. S. submarine during a war patrol in Japanese waters, Comdr. Bass maneuvered his ship into favorable position to strike at the enemy. He launched attacks on heavily escorted enemy convoys, pursuing his targets despite severe enemy air and surface counter-attacks and sinking four Japanese ships totaling more than 22,500 tons. Although severely depth-charged during thorough and persistent attacks, he directed his vessel and succeeded in bringing her to port without serious injury to the ship or crew.

★ FREEMAN, William R., Lt. (jg) (then CGM), USN, Lake Bluff, Ill.: As leader of Naval Combat Demolition Unit 2, attached to 11th PhibFor, Lt. (jg) Freeman participated in the assault on the coast of France, 6 June 1944. Braving heavy Ger-



Commodore Behrens Lt. Bomberger



Lt. (jg) Carlon Lt. (jg) Conroy

man artillery and small arms fire, he led his crew on to the assault beaches at H-hour plus three minutes in an attempt to blow a 50-yard gap through the formidable beach obstacles. Although seven of the 12-man unit were killed, he succeeded in accomplishing this perilous and vital mission. Heedless of his own safety, he repeatedly exposed himself to intense gunfire to recover wounded personnel.

★ GALLAHER, Antone R., Comdr. (then Lt. Comdr.), USN, Augusta, Ga.: As CO of USS *Bang* during its second war patrol in Japanese controlled waters from 6 June to 2 Aug 1944, Comdr. Gallaher fulfilled a hazardous mission. Braving intense surface and air opposition, he penetrated a strong enemy escort screen to launch torpedo attacks, sinking one 10,000-ton Japanese tanker and two additional vessels for a total of 24,000 tons, and inflicting heavy damage on another tanker. Although severely depth-charged and attacked with enemy aerial bombs, he succeeded in bringing the *Bang* safely to port.

★ KEITHLY, Roger M., Comdr., USN, Fresno, Calif.: As CO of USS *Tilefish* during it fifth war patrol in Japanese controlled waters from 15 Nov 1944 to 2 Jan 1945, Comdr. Keithly was quick to act when an enemy cruiser was spotted. He maneuvered his ship to a favorable spot and, handicapped by a faulty periscope, pressed home a torpedo attack to sink the vessel. By his ship handling, he contributed to the success of the *Tilefish* in evading severe enemy countermeasures.

★ SIEGLAFF, William B., Comdr., USN, Albert Lea, Minn.: As CO of USS *Tautog* during a war patrol in Japanese controlled waters, Comdr. Sieglaff displayed expert seamanship. He directed his ship in attacks on heavily escorted enemy convoys and, despite premature torpedoes and enemy countermeasures, pursued his targets to sink five enemy freighters totaling 17,736 tons and to damage two additional freighters. In spite of the enemy's concentrated efforts to the contrary, he succeeded in bringing his ship to port unharmed.

First award:

★ BECKER, Albert L., Comdr. (then Lt. Comdr.), USN, Brookhaven, Miss.: As CO of USS *Cobia* during its first war patrol in Japanese waters from 26 June to 14 Aug 1944, Comdr. Becker penetrated strong enemy escort screens and pressed home torpedo attacks. He succeeded in sinking four enemy ships totaling 22,800 tons. Fighting his ship through two surface gun engagements with an independent enemy ship and a group of three armed patrol vessels, he directed attacks resulting in the sinking of all four of these units and successfully evaded an attempted ramming by one of the armed vessels. Although severely depth-charged during the course of the attack, he brought the *Cobia* to port with but minor damage.

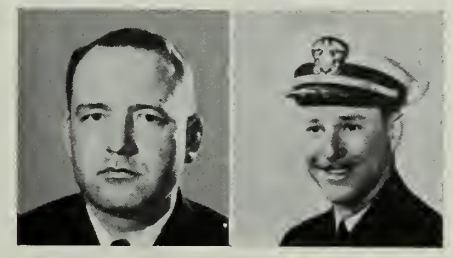
★ BEHRENS, William W., Commodore (then Capt.), USN, Arlington, Va.: As CO of USS *Houston*, Commodore Behrens participated in action against the Japanese off Formosa on 14 Oct 1944. With his ship dead in the water and listing violently in the heavy seas following an enemy aerial attack, he efficiently directed damage control measures and the removal of personnel to other ships in the formation before his crippled ship was taken in tow by another cruiser. With his ship again under aerial attack two days later, he inspired his men to heroic effort, maintaining control and contributing in a large measure to his ship's successful return to a friendly port.

★ BOMBERGER, George K., Lt., USNR, Harrisburg, Pa.: As pilot in BomRon 13 attached to USS *Franklin*, Lt. Bomberger fought his scout bomber plane in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944. Participating in a strike against a large enemy task force, he led his section in the face of intense and continuous antiaircraft fire and maneuvered his plane to score a direct hit on a Japanese carrier, contributing materially to its sinking.

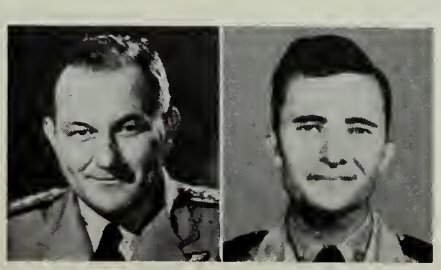
★ CARLON, Kenneth E., Lt. (jg), USNR, Hollywood, Calif.: As pilot of a scout bomber plane attached to USS *Franklin*, Lt. (jg) Carlon fought in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. While taking part in operations against a large Japanese task force, he led his section through aerial opposition and maneuvered his plane to score a direct hit on an enemy carrier, contributing materially to its sinking.

★ CONROY, Thomas J., Lt. (jg), USNR, Vero Beach, Fla.: As pilot of a fighter plane in FitRon 22 attached to USS *Princeton*, Lt. (jg) Conroy participated in action against Japanese forces during the Battle for Leyte Gulf 24 Oct 1944. He took part in the interception of a large group of enemy planes attempting to attack our task force and pressed home his attack to shoot down six planes and to damage three others. Although his plane was struck several times by enemy fire, he continued to fight until his ammunition and fuel were exhausted.

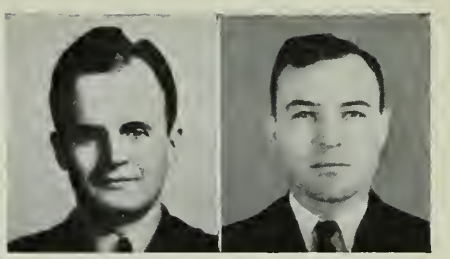
★ DAVIS, Richard L., Lt. (jg) (then Ens.), USNR, Dunbrooke, Va.: As pilot of a fighter plane in FitRon 15 attached to USS *Essex*, Lt. (jg) Davis fought his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Undaunted by antiaircraft fire and aerial opposition, he carried out an attack against major units of the Japanese fleet, scoring a direct hit



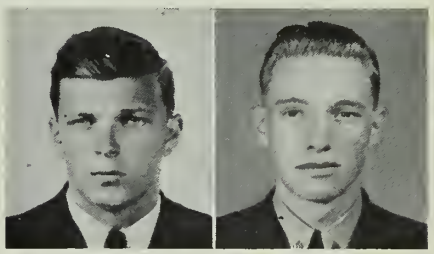
Comdr. Cutter Comdr. Day



Rear Admiral Doyle Comdr. Galantin



Lt. Comdr. Gregg Comdr. Keithly



Lt. (jg) Kuder Lt. Comdr. Lindsay

on a carrier and contributing materially to its sinking and to the success of the mission.

★ DAY, Barton E., Comdr., USN, Northbridge, Calif.: As ComDivAirGrp of Task Group 77.4, Comdr. Day displayed expert leadership while those ships were engaged in furnishing air support to our amphibious attack groups landing on the shores of Leyte Gulf from 18 to 29 Oct 1944. With the ships in his squadron under repeated aerial and submarine attack, he directed the air operations of his group in repulsing an overwhelming Japanese task force during the battle off Samar Island on 25 October. Comdr. Day contributed in a large measure to the extensive damage and destruction inflicted on the enemy during this decisive engagement.

★ DOYLE, Austin K., Rear Admiral (then Capt.), USN, Pensacola, Fla.: While serving as CO of USS *Hornet*, Admiral Doyle contributed essentially to the success of our forces during operations against Japanese forces in the Pacific from 29 Aug to 30 Oct 1944. Under heavy enemy aerial attack while operating close to Japanese shores on 13 and 14 October, he maintained his ship at full fighting strength which resulted in a number of enemy planes being shot from the sky with no damage to the *Hornet*. Again during operations in the Battle for Leyte Gulf he handled his ship in such an outstanding manner that the full strength of his air group was brought to bear resulting in heavy damage to and the sinking of capital ships of the Japanese fleet.

★ DOYLE, Joseph A., Jr., Lt. (then Lt. (jg)), USNR, Chevy Chase, Md.: As a pilot in TorpRon 10 attached to USS *Enterprise*, Lt. Doyle participated in action against the Japanese in the vicinity of the Marianas during the First Battle of the Philippine Sea on 20 June 1944. During a strike against the enemy, he selected an enemy aircraft carrier as his target and pressed home his attacks in the face of fighter opposition and intense antiaircraft fire from surrounding Japanese ships. He succeeded in scoring two direct hits on the carrier and caused a terrific explosion, thereby assisting essentially in the probable sinking of the vessel.

★ GALENTIN, Ignatius J., Comdr., USN, New London, Conn.: As CO of USS *Kingfish* during its 10th war patrol in Japanese waters from 8 Oct to 1 Dec 1944, Comdr. Galentin proved himself an aggressive leader. He penetrated strong enemy escort screens to launch repeated strikes against enemy shipping and contributed to the success of the *Kingfish* in sinking more than 10,000 tons of shipping and in evading several enemy countermeasures.

★ GREGG, Max E., Lt. Comdr. (then Lt.), USNR, Westerly, R. I.: As a pilot in TorpRon

★ DECORATIONS

Navy Cross (Cont.)

19 attached to USS *Lexington,* Lt. Comdr. Gregg took part in action against the Japanese during the battle for Leyte Gulf on 25 Oct 1944. Participating in a strike mission against major enemy units, including aircraft carriers, battleships, cruisers, and destroyers, he plunged through the enemy's intense fire and scored a direct hit on an enemy carrier, contributing materially to the sinking.

★ KIRKPATRICK, Charles E., Lt. Comdr., USN, Tuitman, Ga.: As senior officer of a special reconnaissance detachment, Comdr. Kirkpatrick participated in action against the Japanese from 11 July to 28 Aug 1944. Volunteering to join in a mission to reconnoiter enemy-held islands and adjacent waters at great distances from friendly bases, he planned the operation and led the party to enemy-held beaches, obtaining vital information and contributing to our continued operation against the enemy.

★ KUDER, William A., Lt. (jg), USNR, Katonah, N. Y. (posthumously): As a pilot in BomRon 7 attached to USS *Hancock,* Lt. (jg) Kuder fought his bomber during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. In a strike against major units of the enemy fleet, he plunged through a barrage of bursting enemy antiaircraft fire to score a devastating hit on a Japanese carrier.

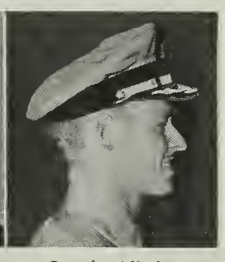
★ LINDSAY, Elvin L., Lt. Comdr., USNR, Palouse, Wash.: As flight leader in FitRon 19 attached to USS *Lexington,* Lt. Comdr. Lindsay participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Directing his escort group on a strike against major surface units, he dived through the intense barrage of antiaircraft fire and delivered a bombing and strafing attack on a carrier, leaving her burning and in a sinking condition.

★ MASON, John L., Lt. (jg), USNR, Mt. Ranier, Md.: As a pilot in TorpRon 45 attached to USS *San Jacinto,* Lt. (jg) Mason fought his torpedo bomber during operations against the Japanese in the East China Sea on 7 Apr 1945. Engaged in battle with major units of an enemy task force, he pressed home an attack against a destroyer and, although subjected to severe fire from main batteries and antiaircraft guns, scored a direct hit which sank the vessel.

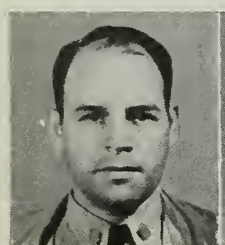
★ MILLER, Clark W., Lt. (then Lt. (jg)), USNR, Lebanon, Ind.: As pilot in CompRon 75 attached to USS *Ommaney Bay,* Lt. Miller fought his torpedo plane against the Japanese during the battle off Samar Island on 25 Oct 1944. In a strike against enemy units, he maneuvered his plane to score a direct hit on a heavy cruiser despite heavy fire and later photographed the sinking vessel. While on another flight he succeeded in diverting the fire of an enemy battleship from a carrier division, contributing materially to the success of his squadron in this engagement.



Lt. Miller



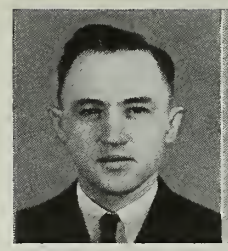
Comdr. Nimitz



Comdr. Reich



Lt. (jg) Riley



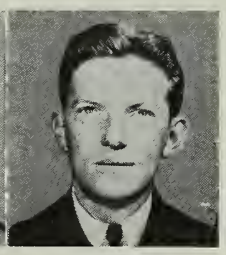
Comdr. Shelby



Comdr. Shepard



Lt. Sprogue



Lt. (jg) Young

★ NIMITZ, Chester W., Jr., Comdr., USN, Mystic, Conn.: As CO of USS *Haddo* on its seventh war patrol to Luzon and Mindoro, Philippine Islands, from 8 Aug to 3 Oct 1944, Comdr. Nimitz directed his vessel in a series of successful torpedo attacks and a gun attack on enemy shipping. He engaged two destroyers and another large escort vessel, sinking both ships and seriously damaging a third vessel. Continuing his search for enemy targets, he launched further attacks on heavily escorted enemy convoys, sinking two cargo vessels and a transport. Cooperating with our aircraft during a bombing raid on enemy bases, he rescued a naval aviator from the sea.

★ OEHLERT, Herschel A., Lt. (jg), USNR, Woodburn, Iowa (posthumously): As copilot of a bombing plane attached to BomRon 102, Lt. (jg) Oehlert operated against the enemy on Greenwich Island during the Battle of the Solomons on 6 July 1943. Aware of the limited chance of surviving an urgent mission undertaken to prevent a surprise Japanese attack against our forces, he rendered gallant service throughout the 700-mile flight in total darkness, through treacherous winds and without escort or support. Over the target he remained cool as his plane, forced lower and lower by pursuing aircraft, executed six ground level attacks to annihilate the enemy's radio station, installations, antiaircraft guns and personnel, and to destroy one plane in the air and three on the water. He crashed in the lagoon off the beach, caught in his own bomb blast, and was killed.

★ OTTER, Bethel V., Lt., USN, Louisville, Ky. (posthumously): In action against the Japanese during the final assaults on Corregidor on 5 and 6 May 1942, Lt. Otter lost his life. Constantly exposed to the enemy's long range shell fire and bombings, he disregarded all personal danger as he directed his men with unfaltering skill and ingenuity in the defense of his assigned beach area. Holding his ground in the final assault of Corregidor's beaches on 5 May, he defied the fury of Japanese rifle and machine gun fire in a desperate effort to turn back the invading forces, repeatedly countering the enemy's landing attempts until he was struck down and fatally wounded.

★ REICH, Eli T., Comdr. (then Lt. Comdr.), USN, Jackson Heights, N. Y.: As CO of USS *Sealion* during its first war patrol in Japanese controlled waters from 8 June to 21 July 1944, Comdr. Reich helped sink several ships. Maneuvering his vessel into a favorable position, he penetrated strong enemy escort screens to strike at enemy shipping, launching eight torpedo attacks to sink four enemy ships. In a later gun attack, he destroyed a 100-ton sampan. Although severely depth-charged, he directed his vessel and succeeded in bringing the *Sealion* into port.

★ RILEY, Robert G., Lt. (jg), USNR, Lafayette, Ind.: As a pilot in BomRon 13 attached to USS *Franklin,* Lt. (jg) Riley flew in action against the enemy during the Battle for Leyte Gulf on 25 Oct 1944. Participating in a strike against a large task force, he fought his plane through intense and accurate antiaircraft fire and maneuvered his craft to score a direct hit on a Japanese carrier, contributing materially to its sinking.

★ SELF, Larry R., Lt. (jg) (then Ens.), USNR, Dallas, Tex.: As pilot of a fighter plane in FitRon 15 attached to USS *Essex,* Lt. (jg) Self flew in operations against the Japanese in the Battle for Leyte Gulf of 25 Oct 1944. Although the antiaircraft fire was intense and accurate, he carried out an attack against major units of the enemy fleet and scored a direct bomb hit on a carrier, contributing to the success of the mission.

★ SHELBY, Edward E., Comdr. (then Lt. Comdr.), USN, Cincinnati, Ohio: As CO of USS *Sunfish* during its seventh war patrol in Japanese waters from 22 June to 1 Aug 1944, Comdr. Shelby maneuvered his ship into a favorable position to strike at enemy shipping. He launched three torpedo attacks against unescorted freighters and a heavily escorted convoy to sink three freighters and damage another. Closing a convoy of 13 Japanese sampans during a running gun engagement in heavy fog at close range, he directed accurate fire from all available types of guns to destroy the entire convoy. Although severely depth-charged, he succeeded in bringing the *Sunfish* to port.

★ SHEPARD, Evan T., Comdr., USN, New London, Conn.: As CO of USS *Picuda* during its fourth war patrol in Japanese waters from 27 Oct to 2 Dec 1944, Comdr. Shepard proved himself an aggressive

Pilots Directed to Avoid Flying Over Mt. Vernon

Aircraft engines make a poor accompaniment to patriotic services, especially at the national shrine at Mount Vernon, Va.

The Navy has ordered, in Aviation Circ. Ltr. 47-47, that no flights be conducted within a distance of one mile of Mount Vernon below 1,500 feet, except when necessary under instrument flight conditions. Under no circumstances will naval aircraft engage in acrobatics or other than normal flight in that vicinity. When possible under contact flight conditions, aircraft should be routed to avoid Mount Vernon by a wide margin.

The CAA has requested all planes to avoid Mount Vernon, pointing out however that Washington radio aids are so located as to require planes to pass over Mount Vernon during an instrument approach to National Airport, Bolling Field and NAS Anacostia. But during good weather pilots should choose a route which will by-pass the first President's home.

leader. He penetrated strong enemy escort screens to launch repeated attacks to sink 35,300 tons and damage 10,000 tons of enemy shipping. He succeeded in evading the severe countermeasures and to save his ship from possible disaster.

★ SPRAGUE, James R., Lt. (then **Lt. (jg)**), USN, Birmingham, Mich.: As pilot of a torpedo plane on CompRon 75 attached to USS *Ommaney Bay*, Lt. Sprague participated in action against the Japanese in the battle off Samar on 25 Oct 1944. In an attack against units of the Japanese fleet, he maneuvered his plane to score a direct hit on a cruiser despite heavy antiaircraft fire.

★ WEBB, Wilbur B., Lt. (jg) (then Ens.), USNR, Wichita Falls, Texas: As pilot of a fighter plane in a carrier-based squadron, Lt. (jg) Webb flew in operations against Japanese forces in the vicinity of the Marianas on 19 June 1944. Pressing his low-level attacks over a Japanese airfield and in the face of severe antiaircraft fire from an enemy fighter cover over him, he engaged and shot down six enemy dive bombers and probably destroyed two others.

★ YOUNG, Don J., Lt. (jg), USNR, Fort Worth, Texas: As pilot of a scout bomber plane in BomRon 13 attached to USS *Franklin*, Lt. (jg) Young participated in action against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. In a strike against a large Japanese task force, he maneuvered his plane skillfully to score a direct hit on a Japanese aircraft carrier, contributing to its sinking.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ FYFE, John K., Comdr., USN, Sarasota Beach, Fla.: CO, USS *Batfish*, fourth war patrol, Palau area, 1 Aug to 12 Sept 1944.

Gold star in lieu of second award:

★ BENSON, Roy S., Capt., USN, Concord, N. H.: CO, USS *Trigger*, fourth war patrol, in enemy waters, 13 Feb to 6 Apr 1943.

★ MCGIVERN, Charles F., Comdr., USN, Vallejo, Calif.: Assistant approach officer, USS *Gato*, POA, during fifth and sixth war patrols.

★ SMITH, William L., Lt. Comdr., USNR, Chicago, Ill.: Torpedo data computor operator, USS *Seawolf*, 12th war patrol, 12 Dec 1943 to 27 Jan 1944.

★ TAEUSCH, Frederick L., Lt. Comdr., USN, Kittery Pt., Me.: Executive officer and assistant approach officer, USS *Permit*, 10th war patrol, in enemy waters.

★ USTICK, Theodore M., Lt. Comdr., USN, Long Beach, Calif.: Assistant approach officer, USS *Spadefish*, first war patrol, 23 July to 24 Sept 1944.

First award:

★ ANDERSON, Andre R., Lt. (jg), USN, Los Angeles, Calif.: Torpedo data computor operator, USS *Seahorse*, fifth war patrol, 3 June to 19 July 1944.

★ ANDREWS, James G., Comdr., USNR, Orange, N. Y.: Assistant approach officer, USS *Aspro*, first war patrol, 23 Nov 1943 to 1 Jan 1944.

★ BELL, David B., Comdr., USN, Noank, Conn.: Officer of the deck, USS *Pargo*, first war patrol, Japanese waters.

★ BLACK, Charles A., Lt., USNR, San Francisco, Calif.: For conspicuous gallantry while attached to the 7th Fleet, New Guinea, 31 July 1944.

★ BOWDLER, Thomas E., Lt., USNR, Tifton, Ohio: Diving officer, USS *Rasher*, fifth war patrol, 22 July to 3 Sept 1944.

★ BROTTE, James, Comdr., USN, Pensacola, Fla.: CO, USS LST 307, invasion of Sicily, 10 July 1943.

★ BROWN, William B., Comdr., USN, Columbia, N. C.: CO, USS *Knapp*, from 13 Oct to 17 Oct 1944.

★ CAIN, James B., Lt. Comdr., USNR, Cramerton, N. C.: Leader of four plane section, vicinity of Okinawa Jima, 6 Apr 1945.

★ COOPER, Walter, Lt. Comdr., USNR, Bellevue, Ohio: CO, NCDU 2, invasion of France, 6 June 1944.

★ CRITTENDON, John L., Lt. (jg), USNR, Philadelphia, Pa.: Fighter plane pilot, Fit-Ron 20, USS *Enterprise*, Philippine area, 18 Oct 1944.

★ DEBAY, Charles, Lt., USN, Lawrence, Mass.: Chief electrician's mate, in charge of electrical department, USS *Tambor*, ninth war patrol, 5 Jan to 5 Mar 1944.

★ DUNCAN, George C., Lt. Comdr., USN, Annapolis, Md.: Fighter pilot, attached to USS *Essex*, Central Philippines, 12 Sept 1944.

★ EASTON, Jay A., Lt. Comdr., USN, Mt. Vernon, N. Y.: Torpedo data computor operator, USS *Barb*, eighth war patrol, 21 May to 9 July 1944.

★ EBEL, August A., Lt., USNR, Waterloo, Iowa: Radar officer, USS *Dace*, during war patrol, 1 Sept to 6 Nov 1944.

★ EVERETT, Clayton F., Lt. Comdr., USNR, Chicago, Ill.: CO, PatTorpRon 364, off the coast of New Guinea, 10 Jan 1944.

★ FONDREN, Frank B., Lt., USNR, Greensboro, N. C.: Pilot of torpedo plane, TorpRon 86, USS *Wasp*, Honshu, Japan, 19 Mar 1945.

★ FRY, Harold E., Lt. Comdr., USN, Heloit, Wis.: Engineering officer and diving officer of U. S. submarine, during war patrol, in enemy waters.

★ GARBOW, Bernard L., Lt., USNR, Howard City, Mich.: Fighter plane pilot, USS *Lexington*, Formosa, Philippine areas, 12 Oct to 25 Oct 1944.

★ GERMERSHUSEN, William J., Jr., Comdr., USN, Groton, Conn.: CO, USS *Tambor*, 12th war patrol, enemy waters, 3 Oct to 30 Nov 1944.

★ GLENNON, Phillip T., Lt. Comdr., USN, Forest Hills, N. Y.: Torpedo data computor officer, USS *Flasher*, first war patrol.

★ HALL, Louis W., Lt. (jg), USNR, Amesbury, Mass.: Leader of UDT, off Saipan Island, 14 June 1944.

★ HOWELL, James N., Lt. Comdr., USN, Coronado, Calif.: Pilot of torpedo plane, TorpRon 20, USS *Lexington*, French Indochina, 12 Jan 1945.

★ HUSTON, Robert G., Comdr., USNR, Annapolis, Md.: Assistant approach officer, USS *Shad*, sixth war patrol, 28 Sept to 24 Nov 1942.

★ LIST, Frank V., Comdr., USN, Seattle, Wash.: CO, USS *Smith*, at Ormoc, Leyte, Philippine Islands, 11 and 12 Dec 1944.

★ MADISON, James J., Lt. Comdr., USN, Memphis, Tenn.: Assistant approach officer, fourth war patrol, USS *Balso*, enemy waters, 6 Feb to 19 Mar 1944.

★ MARTINEAU, David L., Comdr., USN, Los Angeles, Calif.: CO, USS *Phelps*, Marianas Islands, 18 June 1944.

★ MCGRIEVY, Joseph L., Lt. (jg), USN, Portsmouth, N. H.: Chief of the boat, U. S. submarine, during war patrol in enemy waters, 20 Oct to 12 Dec 1943.

★ MENDENHALL, Corwin G., Lt. Comdr., USN, Anahuac, Tex.: Assistant approach officer, USS *Pintado*, first war patrol, 16 May to 1 July 1944.

★ MORRIS, Fred A., Lt., USN, Elmhurst, L. I., N. Y.: Damage control officer, USS *Plunger*, 10th war patrol, 13 Jan to 8 Mar 1944.

★ POAGE, Robert B., Lt. Comdr., USN, South Portland, Me.: Torpedo data computor officer, USS *Gar*, 10th war patrol, 16 Dec 1943 to 9 Feb 1944.

★ PYE, John B., Lt. Comdr., USN, Coronado, Calif.: Torpedo officer, USS *Swordfish*, during war patrol, POA, 29 Dec 1943 to 7 Feb 1944.

★ RAMEY, Simon E., Comdr., USN, Coronado, Calif.: CO, USS *Edwards*, Ormoc, Leyte, Philippine areas, 11 Dec 1944.

★ REFO, Miles P., Comdr., USN, Belmont, Mass.: Diving officer, USS *Jack*, during war patrol in enemy waters.

★ SMILEY, Andrew M., Lt. (jg), USN, Vallejo, Calif.: Diving officer, USS *Croaker*, first war patrol, 19 July to 31 Aug 1944.

★ SWANBECK, James R., Lt. Comdr., USN, Montclair, N. J.: For gallantry while serving in USS *Gato*, fifth, sixth and seventh war patrols.

★ TAYLOR, Alexander B., Lt. Comdr., USNR, San Francisco, Calif.: Beachmaster of USS *Zeilin*, assault on Tarawa Atoll, Gilbert Islands, 20 Nov to 27 Nov 1943.

★ WOOD, William B., Lt. Comdr., USNR,

QUIZ ANSWERS

Answers to quiz on Page 57

1. (a)
2. (a)
3. (a)
4. (c)
5. (b)

NEW OBSERVATORY LOCATION SOUGHT

The advice of astronomers throughout the country is being sought to determine the best location for a new Naval Observatory.

The present location in Washington, D. C., has become unsuitable due to the growth of the city. Dirt particles and heat radiation from the streets and buildings make almost impossible the daylight observations necessary for fundamental work.

Two Naval Observatory astronomers are making a series of personal interviews with astronomers to get the benefit of their advice on possible sites which will be tested.

General requirements are that the latitude of the new site should be similar to the old one; it should be accessible to good transportation facilities; the weather should be generally good and it should not be in a city or large town.

The Naval Observatory has been located at its present site since 1893. In that year all Navy observatory equipment was moved into its first permanent building. It is now housed in 55 buildings covering 72 acres.

Contributions of the Naval Observatory to navigation and astronomy are noted throughout the world. It was there in 1847 that the planet Neptune, which had been discovered in 1846, was found to be the same star that was found by the French astronomer Lelande in 1795.

One of the observatory's telescopes became famous in 1877 when Prof. Asaph Hall used it to discover the moons of the planet Mars.

To mariners, the observatory is known best for its publication of the Nautical Almanac, American Ephemeris and for the design and maintenance of instruments. It is better known to the general public for its time research work. In 1904 it pioneered in broadcasting radio time signals on low power. This was followed in 1912 by broadcasting daily on high power.

★ DECORATIONS

Silver Star (Cont.)

Asheville, N. C.: Diving officer, USS *Sea Owl,* first war patrol, 19 Nov 1944 to 15 Jan 1945.

★ YOUNG, Charles L., CHCARP, USNR, Placentia, Calif.: Member of UDT in action against enemy forces, POA, 17 July to 21 July 1944.

★ YOUNG, Gail B., Lt., USNR, Oklahoma City, Okla.: Pilot of torpedo plane, TorpRon 86, USS *Wasp,* Kure naval base, Japan, 19 Mar 1945.

LEGION OF MERIT

First award:

★ ANDERSON, George W., Jr., Capt., USN, Brooklyn, N. Y.: As head of the plans division, of the Staff, Commander, Air Force, U. S. Pacific Fleet, from November 1943 to March 1944.

★ NOYES, Leigh, Rear Admiral, USN (Ret), Washington, D. C.: For meritorious service as Commander of Task Force 16, and Commander of Aircraft in Task Force 61, during the capture of Guadalcanal and Tulagi, August 1942.

★ ROOSEVELT, Franklin D., Jr., Lt. Comdr., USNR, Hyde Park, N. Y.: As CO, USS *Ulvert M. Moore,* against Japanese submarine in convoy lanes west of Luzon, Philippine Islands, 31 Jan 1945.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ DEAN, William A., Comdr., USN, Grosse Ile, Mich.: Aerial operations off Kazan Islands, while attached to USS *Hornet,* 3 July 1944.

★ GOODWIN, Glandon, Lt., USN, Alameda, Calif.: As pilot of torpedo plane attached to USS *Ticonderoga,* China coast area, 16 Jan 1945.

★ MORRIS, Bert D., Lt. Comdr., USNR, Hollywood, Calif.: Pilot of fighter plane, attached to USS *Essex,* Battle for Leyte Gulf, 24 Oct 1944.

Gold star in lieu of second award:

★ BAXTER, James L., Lt. (jg), USN, Texarkana, Tex.: Pilot of torpedo plane, attached to TorpRon 20, USS *Lexington,* French Indochina, 12 Jan 1945.

★ BONNEAU, William J., Lt. Comdr., USN, Oakland, Calif.: Aerial operations at Rabaul, New Britain, Solomon Islands, while attached to USS *Essex,* 11 Nov 1943.

★ COOPER, Murphy R., Lt., USNR, San Diego, Calif.: Aerial operations against enemy forces, POA, 22 Apr to 6 May 1945.

★ ELWAY, Samuel T., Lt. (jg), USNR, Aberdeen, Wash.: Pilot of bombing plane, BomRon 14, USS *Wasp,* Battle for Leyte Gulf, 26 Oct 1944.

★ HIGMAN, Cecil V., Lt. (jg), USNR, Seattle, Wash.: Pilot of torpedo plane, TorpRon 80, USS *Ticonderoga,* China coast area, 16 Jan 1945.

★ SCHNABEL, Charles W., Lt., USNR, Cuyahoga Falls, Ohio: Pilot of torpedo plane in TorpRon 13, USS *Franklin,* Philippine Islands, 18 Oct 1944.

★ SORENSON, Charles H., Lt. Comdr., USNR, Hayward, Calif.: Pilot of torpedo plane in TorpRon 15, attached to USS *Essex,* vicinity of Philippine Islands, 21 Sept 1944.

★ TOPLIFF, John W., Lt., USN, Tarpon Springs, Fla.: Pilot of fighter plane, attached to Air Group 8, USS *Bunker Hill,* action in Philippine Islands, 9 Sept 1944.

★ TRIPLETT, George C., Lt. (jg), USNR, Birmingham, Ala.: Pilot of fighter plane, CompRon 88, USS *Saginaw Bay,* at Okinawa, 12 Apr 1945.

★ VANDRELINDER, Peter J., Lt., USNR, Chicago, Ill.: Pilot in FitRon 8, USS *Bunker Hill,* vicinity of Formosa, 12 Oct 1944.

★ WARNER, William G., Lt. (jg), USNR, Filer, Idaho: Achievement in aerial flight, Nansei Shoto and Balikpapan, Borneo, areas, 7 May to 3 July 1945.

★ WHITE, Walker, Jr., Lt., USNR, Ft. Lauderdale, Fla.: Pilot of torpedo plane in TorpRon 11, USS *Hornet,* vicinity of Formosa, 21 Jan 1945.

★ WILSON, Edwin M., Lt., USNR, Miami, Fla.: Pilot in BomRon 11, USS *Hornet,* Formosan waters, 21 Jan 1945.

First award:

★ ANDREWS, William G., Lt., USNR, New Orleans, La.: Pilot in FitRon 31, USS *Cabot,* Marianas Islands, 11 June 1944.

★ ANTONIK, Bronislaw P., Lt. Comdr., USN, Orange, N. Y.: Navigator and CO of bomber plane, South Pacific areas, 26 Aug to 11 Nov 1943.

★ BELING, John K., Lt., USN, Jarrington Park, N. J.: Pilot of carrier based bomber, operations against enemy forces, Bonin Islands, 4 July 1944.

★ BRANHAM, Horace C., Lt., USNR, Louisville, Ky.: Pilot of torpedo plane, TorpBomRon 2, USS *Hornet,* Bonin Islands, 4 Aug 1944.

★ BREAUX, Fred R., Lt., USNR, Houston, Tex. (posthumously): CompRon 86, USS *Bismarck Sea,* Volcano Islands, November 1944 to 21 Feb 1945.

★ CANTRELL, John H., Lt., USNR, Portales, N. M.: Pilot in FitRon 14, USS *Wasp,* Battle for Leyte Gulf, 25 Oct 1944.

★ COLBERT, William V., Lt., USNR, Edwardsville, Ill.: Pilot in TorpRon 9, USS *Essex,* Rabaul, New Britain, 7 Nov 1943.

★ COLLINS, John J., Lt. Comdr., USNR, Atlanta, Ga.: Pilot in FitRon 15, USS *Essex,* against enemy shipping and installations, 12 Sept 1944.

★ CROW, Paul B., Lt. (jg), USNR, Garden City, Kans.: Aerial operations against enemy forces, POA, 22 Apr to 6 May 1945.

★ DILLARD, Barham F., Lt. (jg), USNR, Greenville, S. C.: Pilot in CompRon 10, USS *Gambier Bay,* invasion of Leyte Gulf, 25 Oct 1944.

★ DROVER, John W., Lt., USNR, Reading, Mass.: Pilot of patrol plane, PatRon 21, Kyushu, Shikoku, Honshu, Korea, from 29 Mar to 30 July 1945.

★ EASTMOND, Richard T., Lt., USNR, Salt Lake City, Utah: Pilot of carrier based plane, in operations against enemy forces, Bonin Islands, 2 July 1944.

★ ELMORE, Fletcher L., Lt. (jg), USNR, Alberta, Va.: Aerial operations, in Pacific areas, from 16 Feb to 19 Apr 1945.

★ FORD, Lewis M. D., Comdr., USNR, Santa Cruz, Calif.: Leader of TorpRon 2, while attached to USS *Hornet,* Bonin Islands, 4 Aug 1944.

★ FORRER, Sam W., Lt. Comdr., USN, Griffin, Ga.: Pilot of fighter plane, in action against enemy forces, Philippine Islands, 12 Oct 1944.

★ FOWLER, Richard E., Lt., USNR, Houston, Tex.: Pilot of fighter plane, USS *Essex,* Central Philippines, 13 Sept 1944.

★ GORDON, Prince H., Lt. Comdr., USNR, Miami, Fla.: Pilot in FitRon 4, USS *Essex,* Tokyo area, 16 Feb 1945.

★ HAIRE, James E., Lt., USNR, Oklahoma City, Okla.: Pilot and division leader in Air Group 3, USS *Yorktown,* China coast, 16 Jan 1945.

★ HAUTOP, Frederick D., Lt., USNR, Chicago, Ill.: Pilot of plane operating from USS *Princeton,* Philippine Islands, 21 Sept 1944.

★ HEIDEL, Carl C., Lt. (then Lt. (jg)), USNR, Salt Lake City, Utah: Diving officer, USS *Silversides,* 10th war patrol, POA, 26 Apr to 11 June 1944.

★ HOLLEN, Theodore T., Lt., USNR, Presidie, Tex.: CO, USS *LCS (L) 40,* Okinawa, April to June 1945.

★ JACOBS, Frederick P., Lt. Comdr., USN, Grider, Ark.: Pilot in FitRon 14, USS *Wasp,* Philippine Islands, 5 Nov 1944.

★ JACOBY, Jerry J., Lt. (jg), USNR, Houston, Tex.: Pilot in CompRon 68, USS *Fanshaw Bay,* Battle for Leyte Gulf, 25 Oct 1944.

★ KEMP, Albert R., Lt., USNR, Salem, Ore.: Aerial operations against enemy forces, in POA, 26 Mar to 29 Apr 1945.

★ KNOPP, Stuart D., Lt. (jg), USNR, Los Angeles, Calif.: Aerial operations in Western Pacific areas, from 29 Apr to 24 July 1945.

★ LAGUE, Thomas L., Lt. (jg), USNR, Merrian, Ky.: Pilot in TorpRon 80, USS *Ticonderoga,* China coast areas, 16 Jan 1945.

★ LANG, Charles N., Lt. (jg), USNR, Detroit, Mich.: Aerial operations against enemy forces, Nansei Shoto area, 5 May 1945.

★ LANSING, James S., Lt., USNR, New Rochelle, N. Y.: Pilot in FitRon 86, USS *Wasp,* Kyushu, Japan, 18 Mar 1945.

★ LUTON, William D., Lt. (jg), USNR, Tularo, Calif.: Pilot of Navy torpedo plane, forward Pacific areas, 20 June 1944.

★ MCAFEE, Frank M., Lt. Comdr., USNR, Macon, Ga.: Pilot in BomRon 8, USS *Hancock,* POA, 16 Feb 1945.

★ MCCLOSKEY, Roy P., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 88, USS *Yorktown,* Honshu Island, 24 July 1945.

★ MCMANUS, Leo J., Lt., USNR, Dorchester, Mass.: Co-pilot and navigator of a PBY-5 plane, in action against enemy forces, in Bismarck Sea areas, 31 Dec 1943 to 16 Feb 1944.

★ MCNAMARA, Frederick L., Ens., USNR, Punxsatawney, Pa.: Aerial operations against enemy forces, Western Pacific areas, 3 Mar to 4 Apr 1945.

★ METIER, Richard H., Lt. (jg), USNR, East Spencer, Iowa: As co-pilot of a patrol bomber, PatBomRon 102, Kyushu, 6 Apr 1945.

★ MORRIS, Ronald S., Lt., USNR, Stepney Depot, Conn.: Aerial operations against enemy forces, Western Pacific areas, 30 Mar to 28 July 1945.

★ MURPHY, Edward J., Comdr., USN, Seattle, Wash.: CO of a squadron, attached to USS *Intrepid,* Philippine Islands areas, 6 Sept to 24 Sept 1944.

★ NEWQUIST, James W., Lt. (jg), USNR, Glendale, Calif.: Pilot in BomRon 80, USS *Ticonderoga,* Formosa, 15 Jan 1945.

★ NIEMEYER, Robert D., Lt. Comdr., USNR, Kansas City, Mo.: Flight leader in BomRon 19, USS *Lexington,* Philippine Islands, 12 Sept 1944.

★ NOWLIN, Wade H., Lt. (jg), USNR, Memphis, Tenn.: Pilot of fighter plane, FitRon 11, USS *Hornet,* Formosa, 9 Jan 1945.

★ ODOM, Marvin R., Lt. (jg), USNR, Teaticket, Mass.: As pilot of carrier-based plane, attached to USS *Monterey,* over Truk, 29 Apr 1944.

★ OLEK, Henry H., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 17, USS *Hornet,* Tokyo area, 17 Feb 1945.

★ PARKS, David P., Lt. (jg), USNR, Gideon, Mo.: Aerial operations against enemy forces, POA, 17 Mar to 17 Apr 1945.

★ PEACOCK, John R., Lt. (jg), USNR, Jacksonville, Fla.: Aerial operations against enemy forces, Western Pacific areas, 28 Mar to 29 May 1945.

★ PENNY, Howard J., Ens., USNR, Bricelyn, Minn.: Aerial operations against enemy forces, Western Pacific areas, 2 Apr to 17 Apr 1945.

★ POWELL, Gene S., Lt. (jg), USNR, Cowpens, S. C.: Pilot in FitRon 84, USS *Bunker Hill,* Iwo Jima, Okinawa, Tokyo, 19 Feb to 30 Apr 1945.

★ REESE, Clifford A., Lt., USNR, Kansas City, Kans.: Pilot in TorpRon 81, USS *Wasp,* Formosa, 15 Jan 1945.

★ REESER, Wesley, Lt., USNR, Dearborn, Mich.: Aerial operations against enemy forces, Western Pacific areas, from 10 Mar to 4 June 1945.

★ RILEY, Randell C., Lt., USNR, Scurry, Tex.: Pilot in TorpRon 45, USS *San Jacinto,* vicinity of Formosa, 3 Jan to 5 Apr 1945.

★ ROBERTS, Donald G., Lt. (jg), USNR, Albuquerque, N. M.: Aerial operations against enemy forces, Western Pacific areas, 11 June 1945.

★ ROBERTS, Kester M., Lt. (jg), USN, Richmond, Calif.: Pilot in FitRon 11, USS *Hornet,* China coast, 9 Jan 1945.

★ SAMSON, John W., Lt., USNR, Hudson, Wis.: Pilot of fighter plane, CompRon 68,

USS *Fenshaw Bay*, Battle for Leyte Gulf, 20 Oct 1944.

★ SEWALL, Richard H., Lt., USNR, Waltham, Mass.: Pilot of dive bomber, BomRon 86, USS *Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ SHIRLEY, John G., Lt., USNR, North Adams, Mass.: Pilot of bomber, BomRon 86, USS *Wasp*, Kure Naval Base, Japan, 19 March 1945.

★ SINGER, Arthur, Lt., USNR, Milwaukee, Wis.: Fighter plane pilot in FitRon 15, USS *Essex*, Battle for Leyte Gulf, 25 Oct 1944.

★ STEVENS, William R., Comdr., USN, Pensacola, Fla.: Pilot of medium land plane, mission to Kurile Islands, 25 Mar 1944.

★ STRANE, John R., Lt. Comdr., USNR, Clowuet, Minn.: Fighter plane pilot, FitRon 15, USS *Essex*, Central Philippines, 13 Sept 1944.

★ TAHLER, Graham, Lt., USNR, Long Island, N. Y.: Aerial pilot of torpedo plane, CompRon 38, from 13 Sept to 5 Mar 1944.

★ TALLY, Francis H., Lt. Comdr., USN, Jacksonville, Fla.: As patrol plane commander, of a Navy seaplane, in BombRon 26, at Nansei Shoto, 10 May 1945.

★ TALMADGE, Robert L., Lt., USNR, Washington, D. C.: Pilot of torpedo plane, TorpRon 80, USS *Ticonderoga*, China coast, 16 Jan 1945.

★ TOON, Owen R., Lt. (jg), USN, Checotah, Okla.: Aerial flight in POA, 19 Mar to 13 Apr 1945.

★ TURNER, Jackson R., Lt. (jg), USNR, Oklahoma City, Okla.: Pilot of fighter plane in FitRon 82, USS *Bennington*, Tokyo Bay area, 16 Feb 1945.

★ WALKER, John D., Lt. (jg), USNR, Alexandria, Va.: Pilot in TorpRon 82, USS *Bennington*, Hachijo Jima, 16 Feb 1945.

★ WATTS, Donald L., Lt. Comdr., USNR, San Jose, Calif.: Fighter pilot, in FitRon 18, USS *Intrepid*, Japanese Islands, 24 Oct 1944.

★ WELLER, Nolan W., Lt., USNR, Chelsea, Mich.: First pilot of patrol bomber, Southern Korean waters, 11 May 1945.

★ WELLS, James H., Lt. (jg), USNR, Washington, D. C.: Aerial operations against enemy forces at Nansei Shoto, 14 May 1945.

★ WILCOX, Charles E., Lt. (jg), USN, Atlanta, Ga.: Aerial operations, Western Pacific areas, 4 Jan to 1 Apr 1945.

★ WOLFF, Frederick C., Lt. Comdr., USNR, Ada, Ohio: Pilot of fighter plane, FitRon 18, Philippine Islands area, 25 Nov 1944.

★ WOODY, James A., Lt. (jg), USNR, Lebanon, Ore.: Pilot in TorpRon 80, USS *Ticonderoga*, China coast, 12 Jan 1945.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ BROWN, Winston S., Comdr., USNR, Thomasville, Ga.: CO, USS *Ralph Talbot*, against enemy forces in Pacific areas, July 1944 to April 1945.

Gold star in lieu of second award:

★ FLIGG, Claude M., Comdr., USN, Staten Island, N. Y.: Assistant operations officer on staff of Commander Minecraft, Pacific Fleet, from 1 Sept 1945 to 7 Mar 1946.

★ HOCTOR, John M., Lt., USNR, Old Orchard, Me.: Gunnery officer on USS LCI 365, operations against Japanese forces, 21 July 1944.

★ HUBBARD, Miles H., Comdr., USN, Vallejo, Calif.: CO, USS *Claxton*, unit of Task Group 77.1, at Leyte, Philippine Islands, 1 Nov 1944.

★ JARVIS, Benjamin C., Lt. Comdr., USNR, Pine Bluff, Ark.: CO, USS *Baya*, during fifth war patrol, waters off Java, from 14 June to 31 July 1945.

★ JOHNSON, Arthur F., Comdr., USN, Washington, D. C.: CO, USS *Bailey*, POA, 12 Jan to 2 Sept 1945.

★ LYNCH, Ralph C., Comdr., USN, Brooklyn, N. Y.: CO, USS *Mingo*, second war patrol, from September to 20 Nov 1943.

ENDS 52 YEARS OF NAVAL SERVICE

With his release from active duty, Admiral Frederick J. Horne, USN (Ret), wound up 52 years of distinguished naval service, which had begun when he reported to the Naval Academy as a midshipman in 1895.



Admiral Horne

Admiral Horne served his country during World War II as Vice Chief of Naval Operations and as a member, later chairman, of the Army-Navy Petroleum Board. Since 15 Jan 1946, when he was relieved as VCNO by Admiral DeWitt C. Ramsey, USN, Admiral Horne had been on duty in the office of CNO as a special assistant, until he was relieved of active duty.

Admiral Horne was born in New York City 14 Feb 1880. He saw war service during his midshipman years, aboard USS *Texas* in the battle of Santiago, Cuba, in 1898. He returned to the Academy to graduate in 1899.

Admiral Horne holds the Navy Cross for service as Naval Attache at the American Embassy, Tokyo, from 1915 to 1919, when he was a lieutenant commander; the Distinguished Service Medal for service as VCNO in World War II, and the Legion of Merit, awarded by the Army, for his service with the Army-Navy Petroleum Board.

★ MADISON, John R., Comdr., USN, Brooklyn, N. Y.: CO, USS *Mingo*, sixth war patrol, in enemy waters, from 6 Nov to 29 Dec 1944.

★ MOTES, Jesse H., Comdr., USN, Montiville, S. C.: CO, USS *Gridley*, from 8 Feb 1943 to 9 May 1944.

★ SHIFFER, Kenneth F., Lt. Comdr., USN, Wilmington, Calif.: While attached to USS *Harding*, invasion of Southern France, 18 Aug 1944.

First award:

★ ABBOTT, Warren T., Lt., USNR, Mt. Pleasant, Ohio: Beachmaster in charge of beach party, of an attack transport, Pacific area, 15 June to 24 June 1944.

★ ALLEN, Donald M., Lt., USNR, Sigourney, Iowa: Administrative officer and translator, Joint Intelligence Center, Pacific areas, from 16 Feb 1943 to 8 Apr 1945.

★ BENNETT, John N., Gun., USN, Chicago, Ill.: As chief of the boat, USS *Seawolf*, during 12th war patrol, from 12 Dec 1943 to 27 Jan 1944.

★ BLAIR, Richard H., Comdr., USN, Danville, Va.: Chief staff officer, ComDesRon 9, during operations in South Atlantic areas, 18 July 1942 to 30 Sept 1944.

★ BLESH, Paul K., Comdr., USN, Corife, N. Y.: Executive officer, PatBomRon 107, 1 Nov 1943 to 20 Feb 1944.

★ BOYER, Randolph B., Capt., USN, Staunton, Va.: As operation officer, on the staff of a naval task force commander, during invasion of Southern France, in August 1944.

★ BROOKS, William B., Comdr., USN, Corpus Christi, Tex.: Engineering officer, USS *Phoenix*, in Battle of Surigao Strait, Philippine Islands, 25 Oct 1944.

★ BUCHANAN, Charles A., Capt., USN, Coronado, Calif.: Assistant chief of staff and operations officer, to a task force commander, in POA, from December 1943 to August 1944.

★ CAREY, James C., Comdr., USNR, Joliet, Ill.: Senior medical officer, USS *Crescent City*, assault on Okinawa, 6 Apr to 24 Aug 1945.

★ COCKELL, William A., Capt., USN, San Diego, Calif.: CO, USS *Thatcher*, in support of 3rd Fleet attacks, South China Sea, from 9 Jan to 20 Jan 1945.

★ COMP, Charles O., Capt., USN, Annapolis, Md.: CO, USS *Catoctin*, during invasion of Southern France, August 1944.

★ COOK, Andrew W., Lt. Comdr., USNR, Cincinnati, Ohio.: Beachmaster of Transport Division 10, operations off Leyte, Philippine Islands, 20 Oct to 24 Oct 1944.

★ COPLAND, Richard G., Comdr., USN, Long Beach, Calif.: CO, USS *Dewey*, operations in forward areas, enemy waters, from 1 Jan to 8 Aug 1944.

★ COUTU, Louis A., Lt. Comdr., USNR, Lowell, Mass.: OinC, fleet freight division, in supply department of Service Squadron 10, at advanced fleet anchorages, from 1 Oct 1944 to 1 July 1945.

★ COVEY, Preston K., Lt., USNR, Minneapolis, Minn.: Assistant to the war plans officer attached to the staff of a task force Commander, during invasion of Southern France, in August 1944.

★ COWIN, Stanley J., Lt., USN, Madawaska, Me.: Diving officer, USS *Sailfish*, 10th war patrol, from 17 Nov 1943 to 5 Jan 1944.

★ DELUCA, Anthony J., Lt. (jg), USNR, Providence, R. I.: Executive officer, PT 549, from 31 Aug 1943 to 1 Nov 1944; as CO, PT 383, from November 1944 to February 1945.

★ DULANEY, William N., Lt. Comdr., USNR, Birmingham, Ala.: Ordnance and administrative officer, of TorpRon 29, USS *Cabot*, Western Pacific areas, 6 Oct 1944, to 1 Mar 1945.

★ ECKELMEYER, Edward H., Capt., USN, Norfolk, Va.: CO, USS *Biscayne*, prior to invasion of Southern France, in August 1944.

★ ELLIS, Charles R., Lt. Comdr., USNR, Elkins Park, Pa.: On staff of Commander, 8th Amphibious Force, during operations against enemy forces in Mediterranean areas, from April 1943 to September 1944.

★ FARRIS, Marvin E., Lt., USNR, Winchester, Tenn.: CO, USS SC 770, prior and during invasion of Southern France, August 1944.

★ FLAHERTY, John M., Lt. Comdr., USN, Pasadena, Calif.: OinC, destroyer repair unit, from 28 Aug 1943 to 10 Nov 1944.

★ FOX, Charles M., Lt. Comdr., USNR, Coronado, Calif.: Assistant communication officer, on staff of Commander 3rd Fleet, from 24 Aug 1944 to 25 Jan 1945.

3 Given Special Medal For Polar Exploration

Three members of the 1939-41 U. S. Antarctic Expedition were awarded special Congressional Medals in recognition of their services to the nation in the field of polar exploration and science.

The recipients were: Comdr. Richard B. Black, USNR, Grand Forks, N. D., who served as CO of the expedition's East Base; Maj. Dana Bailey, AUS, Los Angeles, who served as a physicist with the expedition; and 1st Lt. Ray Butler, AUS, Exnia, Ohio, who served as an expedition photographer.

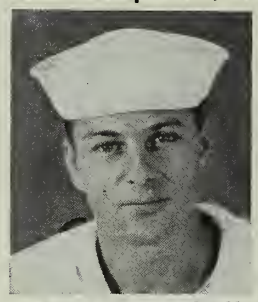
FANTAIL FORUM

QUESTION: What was your most interesting experience in the Navy?

(Interviews were conducted at Headquarters, ComNavPhil, Manila, P. I.)



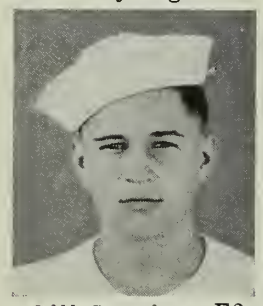
Kenneth Titilah, QM1, Winchester, Mass.: I had the opportunity to visit Hiroshima and see the devastation created by the atomic bomb. Aside from the complete destruction I was impressed by the children, who would shout and show "V for victory" sign.



Norman W. Cheff, TM1, Toledo, Ohio: Learning what makes a man-of-war tick, the ship-shape methods used on the bridge in connection with cooperation and coordination of divisions have made me realize that every man has a place in the Navy.



Harold D. Jones, S1, Raleigh, N. C.: Just being in the Navy and visiting foreign countries is my most interesting experience. Learning how other people in the world live and their different customs. I would like to visit as many as possible.



Bill Fanning, F2, Wichita, Kans.: The day was Navy Day. Our battalion was called to march for exhibition in Los Angeles. This was the first event west of the Rockies ever to be televised.



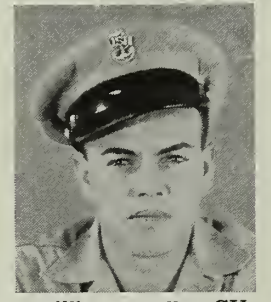
James E. Church, Jr., CY, Kansas City, Kans.: The patrols I made while attached to USS *Sturgeon*. The close shaves we had from depth charges, the ships we torpedoed and the return to Australia for liberty.



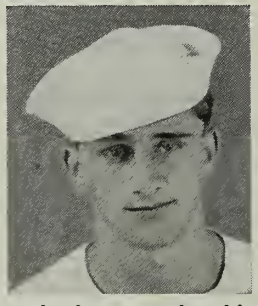
William J. Gillespie, S1, Everett, Mass.: Riding a typhoon on an LSM in Manila Bay. We hit a reef and had to go over the side. A lot of men couldn't swim, but everyone made it to safety.



Alvin A. Wegner, Y1, Indianapolis, Ind.: The Piper Cub landed after my seventh hour of dual. My instructor said, "Take it up." With a lump in my throat I made preparations. Then it happened—a perfect solo takeoff. That was my most interesting experience in the Navy!



William F. Miller, CY, Colorado City, Tex.: As a POW in Japan I witnessed this scene: A tortured Marine, awaiting his execution, smiled and proudly said: "I'm proud to die for a country whose cause is worth fighting for and that I know shall win."



Charles Lewandowski, Y2, Knowlton, Wis.: My most interesting experience took place in Manila on Independence Day. Seeing a republic being born is something I will never forget. The parade, too, was about the biggest and most colorful I have ever seen.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

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• **AT RIGHT: A fighter plane comes in for a landing on USS Leyte, framed by the overhang of the flight deck and an antiaircraft gun platform on the hangar deck, as the carrier plows through the Mediterranean.**



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

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AUGUST 1947

NET WORK





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1947 NAVPERS-O NUMBER 366

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Navy's Guardian Angels	2
Old World Cruise	6
Truk Today	9
Legislative Roundup	10
Officer Promotion System	12
Ships and Men	14
Electronic Warfare	16
Our Underwater Sailors	20
Dunking Drill	23
Victory to Alert Navy	24
Letters to the Editor	28
Today's Navy	32
All-Navy Sports Roundup	37
Bulletin Board:	
Family Allowance Clarified	38
Shorter Enlistments Set	39
Early Discharges for Reenlistment	40
Changes in Uniform Regs	40
Physical Program Stressed	43
Inventory Control	44
Alnavs, NavActs in Brief	48
Ship-Shore Telephone	49
The Word	50
Books: A Variety of Reading	52
Decorations and Citations	54
Fantail Forum	64

• FRONT COVER: As this August issue of ALL HANDS went to press SecNav James Forrestal was named the first Secretary of Defense under the armed forces unification measure. The September issue of ALL HANDS will contain complete details describing how the merger will affect the Navy and its personnel.

• AT LEFT: Here's a stern view of a net layer as it hauls the net along in its wake. The upper part of the net resembles a long line of bowling balls.

CREDITS: All photographs in ALL HANDS are official U.S. Navy photographs unless otherwise designated. Pages 2-5, J. F. Duthie, CSM, USN; pages 32-33, upper left and lower left, Press Association.

NAVY'S GUARDIAN ANGELS

THE LITTLE seaman was just a kid of 17, and he was scared stiff.

He was scared because he had missed his train and was over leave. He'd never been in trouble before.

Most of all, he was scared of the SP who sat behind the desk at shore patrol headquarters.

He hadn't been in the Navy long, but his older shipmates already had got around to giving him the "straight dope" on the SPs.

"All they want to do is to get you into trouble," they had told him. "They'll throw you in the brig and toss the key away. Picking up guys is the only way they can keep their jobs."

The seaman had misgivings when he entered shore patrol headquarters, but he didn't know what else to do. He was due for a pleasant surprise.

He didn't land in the brig at all. The SP simply asked him what his trouble was. When he heard the seaman's story, he asked to see his railroad ticket. He then told the seaman to send a telegram to his commanding officer, explaining that he had been delayed. This, the SP said, would keep him out of more serious trouble at the other end.

Finally, satisfied that the youngster was making an honest effort to get back to his ship, the SP gave him the necessary information about train schedules and sent him on his way.

The seaman had learned lesson number one about the shore patrol: If you're trying to do the right thing, they'll help you all they can. They'll try to keep you out of trouble. If you're already in trouble, they'll try to keep you from getting in deeper.

This drama of everyday life in the Navy is representative of situations happening regularly today as sailors learn the true value of the shore patrol and seek out the SP's help—instead of dodging him.

The shore patrol should be more than a police force which seeks to maintain good order and discipline. It has a job which should be done with tact and understanding, and with an appreciation of the problems and point of view of sailors and civilians alike.

The SP is an ambassador of the Navy to the public. He must contribute to a favorable attitude toward the Navy in the streets and public gathering places of the nation.

Today the SP's job has one very difficult aspect. The specialists are gone. The SP now is "the same as the rest of us." He is dealing with his own shipmates. As one SP puts it:

"In the shore patrol we handle our own shipmates, not civilians. We have to take a lot of guff, and it requires patience. We're trying to keep our fellow sailors out of trouble. Half the time the sailors who talk back to us don't mean what they say."

Sailors are more responsive to advice and discipline from Navy men than from civilian police officers. A group of coolheaded men in uniform can assist civil authorities (and their shipmates at the same time) by:

- Giving much-needed advice to servicemen and their families.
- Investigating "racket" conditions and recommending "clean-up" preventive measures.
- Being ready for calm, efficient police action if a serious occasion demands.

The average sailor sometimes fails to grasp the reason behind an SP's steering naval personnel away from cheap dives. The sailor considers this a violation of his rights and thinks the SP is a guy who is "trying to keep me from having fun."

The exact opposite is the case. In carrying out his work, the SP should protect the sailor. He knows that men on liberty are "easy pickings" for the racketeers in the entertainment field, and that a sailor in a cheap dive can be "rolled" easily. On occasions, the SPs have taken in protesting sailors who carried large rolls of bills on their persons. These men changed their minds the next morning when they awoke to discover that they still had their money intact—thanks to the shore patrol.

Their work is attested by the words of one SP officer:

"The men of the shore patrol find comfort and satisfaction in a knowledge that, unsung and unhonored, they participate in saving countless thousands of man hours by guarding men from disease and injury ashore, countless thousands of morning-after repentants from having more to repent, and many thousands of sailors' dollars from the pilfering hands of

HELPING HAND of Navy Shore Patrol is demonstrated in photograph below, where patrolman assists hospital corpsman at scene of simulated accident.







NAVY TRAVELERS get information and help from patrolmen stationed at railway stations. It's all part of the SP's job.

unscrupulous entertainers of the evening."

The old concept of a sailor—a member of a rough-house gang—is being dispelled forever today by the shore patrol and the sailors themselves. It has been estimated that 20 per cent of the trouble is caused by a fringe of sailors composing only five per cent of the Navy's manpower. By keeping this small group out of trouble, and seeing that others do not follow their example, the shore patrol is helping civilians to see that the Navy is a cross-section of the best youth the nation can offer.

The shore patrol was readied for its present task of public relations during World War II, when areas which never had seen sailors—except those on leave—were faced with the influx of large numbers of naval personnel. Relations between the Navy and the civilian populace might well have been strained to the breaking point, were it not for the efficient operation of the shore patrol, acting as a buffer.

Typical of these sections of the U.S. was a midwestern area, where naval activities brought in 35,000 sailors. Here was a real problem. To meet it, a shore patrol organization was established in the "big liberty town," with 20 SPs—a number which had to be increased rapidly to meet the rise in naval activity.

The shore patrol's area of responsibility embraced all cities and towns within a 50-mile radius of the center of naval activity which comprised a huge NATTC base and a V-12 unit.

The shore patrol in this area worked closely with the police department, sheriff's office and highway patrol. It was a model of shore patrol organization. Fewer men were reported for infractions of Navy Regulations than in any other comparable area.

There we strike a keynote of shore patrol work—absence of reports. Contrary to popular belief, scarcity of reports against naval personnel is the indication of a good shore patrol organization. A weekend unmarred by any unfavorable report reflects an efficient job on the part of the SPs. The primary function of the shore patrol is to enforce Navy Regulations and Uniform Regulations, and to avert or put down any disturbance. The emphasis is on the word, "avert," stopping trouble before it starts, getting the potential troublemakers off the streets.

In the midwestern area described, the SPs were called upon frequently to perform tasks outside their usual line.

A serious interurban train crash, in which five persons were killed and 40 injured, brought the SPs to the scene. They transported Navy doctors and carried the injured to hospitals. Later, they made a complete investigation of the accident.

As in other naval activities, the war saw an unprecedented increase in shore patrol functions and in the numbers of men employed in this work. Administration was provided by establishing a Shore Patrol Section of the Corrective Services Divi-



INSPECTIONS, frequent and exacting, keep the SPs looking sharp for their role as ambassadors of the Navy. As such, they get close scrutiny of public.



TROUBLE can be stopped before it starts by means of roving patrol unit in car equipped with two-way radio. Anticipating trouble is important function.

sion, BuPers, in September 1944. This section coordinated matters relating to shore patrol activities, developed necessary regulations for governing the shore patrol and prepared a manual of operating instructions.

Under the shore patrol program, the duties of the patrols are to:

- Maintain order and suppress unseemly conduct by naval personnel.
- Prevent trouble where possible before arrest becomes necessary.
- Maintain liaison with civil authorities and with ship organizations, and assist and direct naval personnel in liberty status, as might be necessary to protect the Navy's interests and the interests of naval personnel.

Leaders in the field recognize that the most efficient shore patrol is a permanent organization in each naval district, consisting of sufficient numbers that augmenting it with men from forces afloat and from various district activities would not overbalance the number of trained, permanent SPs. World War II emphasized the need for such an organization in peacetime.

However, the Navy's basic organization and mission, together with a cutback in personnel allowances caused by budget limitations, precluded forming such a force.

Although hampered by personnel allowances, the work of the shore patrol in peacetime has not faltered. Nucleus personnel in the naval districts effect the necessary liaison with civil law enforcement agencies, maintain records and provide supervision for SPs landed from units afloat or temporary duty men from land-based activities. With the actual functions and adminstration coordinated by the district commandant, the Bureau's Shore Patrol Section now operates as an advisory agency, charged with technical administration.

Many of the enlisted men of the present-day shore patrol were among hundreds who were trained at the Military Police School, Fort Sam Houston, Tex. Officers were trained there also, and at the Shore Patrol School which operated for nearly a year in the Potomac River Naval Command, Washington, D. C.

Training at the MP school included arrest procedures and techniques, judo, first aid, combat, criminal investigation, report writing, and military and naval law as it pertains to shore patrol work. That given at the school in Washington was along the same lines, but with emphasis on adminstration.

An example of a well-organized shore patrol group is in operation at one East Coast Command. Although it may not typify all activities throughout the U.S., it represents the type of semi-permament organization for which all are striving.

Organized under a district shore patrol officer (who is a member of headquarters staff), the activity maintains a 24-hour watch with a nucleus augmented by temporary duty personnel. These inexperienced men are paired off with the old hands. In this way, indoctrination in shore patrol work is accomplished easily.

The group boasts a criminal investigation unit which already has proved itself to be of great value through successful investigations of burglaries at nearby naval activities. This unit also screens all reports before they are submitted to the shore patrol officer for signature. The activity has a clean, well-ventilated, well-lighted lockup, patrol cars and a radio system.

The big difference between the SP of yesterday and today's patrolman lies in the nucleus of trained men on duty in the naval districts. These men were schooled in proper techniques and in actual work under wartime conditions, when the need for efficient SPs reached a peak.

Under the present system, the nucleus of trained men in the districts should take in hand the men assigned temporarily, give them the necessary pointers in handling men, and pair off with them on patrol.

Also a greater effort should be made to choose the right type of sailor for the duty. He might be defined as a husky, quiet-spoken man who will not be conspicuous in public, and who has a helpful attitude. In addition, he should be a walking information bureau, ready to dispense information on where to find recreation or housing, where to report for duty and what to do in many other situations.

His other routine functions should include directing traffic and investigating and reporting on traffic accidents which involve naval personnel, handling crowds at special events and drafts of men enroute to new commands. He should know first aid and how to defend himself, although his policy must be never to strike back unless it is absolutely necessary.

The work of the shore patrol is carried out today by three types of patrol groups: Permanent Shore Patrol, Ship Shore Patrol and Temporary Shore Patrol. The permanence of duty of men of the first group is determined by existing conditions and the orders of the district commandant or commanding officer.

The Ship Shore Patrol is a force of POs and officers landed by the CinC when liberty is granted to any considerable number of men, to maintain order and suppress any unseemly con-

ACCIDENTS which involve naval personnel get quick attention of SPs, who



duct on the part of any member of the party. Normally, it lands before the liberty party and is withdrawn after liberty expires.

The Temporary Shore Patrol is a force of POs assigned by a commandant or commanding officer to augment the regular shore patrol in meeting the needs of special or emergency conditions. Its duration of duty is determined by existing conditions and the orders of the commandant or commanding officer.

Where a semi-permanent patrol is established ashore (as in the naval districts), the ship shore patrol officer contacts the patrol officer ashore to determine what—if any—augmenting patrol from the ship will be needed. When several ships from a fleet are in port, administration by either the ship patrol officer or the regular patrol officer is a matter for decision between the senior officer present afloat and the commandant or senior officer present ashore. Jurisdiction is left to the regular shore patrol in most cases.

Within the continental limits of the U.S., the district commandant coordinates all shore patrol activities in his district. When he considers it necessary, he requests officers and POs from activities in the district to augment the semi-permanent group.

A glance at the Shore Patrol Manual reveals the unusually high standards of performance demanded from men assigned to this important work.

SPs are directed to be constantly alert that they may be of service to naval personnel in supplying:

- Information about train and bus schedules.
- Assistance in checking or locating baggage.
- Assistance, when required, to personnel in AOL status due to missing connections.

first give necessary assistance and then to conduct a complete investigation.





SLEUTH in uniform, this CPO examining a gun typifies one of the shore patrol's wartime functions. SPs also investigated burglaries at naval activities.

- Information on lodging accommodations.
- Assistance in recovering lost or stolen property.
- Information on curfew, out of bounds and uniform regulations.
- General assistance to any naval personnel in trouble.

Members of the shore patrol are directed to be particularly observant of disabled members of the armed forces on trains, in stations and in towns, and to render every possible assistance without causing embarrassment to these men. Listed as of particular importance is assistance in handling their luggage and helping them to avoid crowds.

An example of fine work done in this respect was given in a letter to SecNav James Forrestal from a grateful serviceman. He said:

"I am an amputee. When I was in New York, two SPs helped me when my artificial leg came apart. They helped me in every way—even put the artificial leg together so I could go about my way again.

"This took place in the Penn Station in New York City. One fellow was about 5'8" and his buddy was a little on the stout side with a black mark on the base of his neck. I did'nt get their names. I haven't come across men like that who wanted to do everything for you. Maybe the commanding officer should know about this.

"Anyway, I hope they know that I appreciated everything they did. Thanks especially to the 'about 5'8"' fellow. More power to the SPs."

The manual also points out that SPs must be mindful always that liberty parties ashore are on liberty in the fullest sense of the word. Any demands upon liberty time or on the time of a sailor ashore which might be necessary in the performance of an SP's duties is expected to be made courteously and promptly, the manual informs the patrolmen. The SP must use care so as not to provoke arguments which may lead to subsequent trouble.

The Navy wants a man on liberty to enjoy himself, to have as much fun as he can. And it does not intend to interfere with his fun—as long as the man conducts himself properly.

Anticipating trouble is of great importance to leaders in the shore patrol field. If sailors become involved in situations which will obviously result in trouble, they expect the patrolmen to take the action indicated by the situation—before arrest is necessary.

When arrests are necessary, the SP is expected to make them quickly, impersonally and quietly, removing the offender at once to a spot away from public attention.

Arrest of sailors for minor violations of regulations is discouraged. In cases where warning will suffice, the offender is given a warning order. In this connection, it is against policy to give a warning in the form of a reprimand.

A tribute was given the shore patrol by the publisher of a daily newspaper in one of America's leading "liberty towns." He said:

"The shore patrolmen are serious-minded young men who know their business and are doing it. They are tactful in their dealings. They swagger a little bit, and I think they should. They are neat, orderly and salty in appearance. I get a little warm glow whenever I pass one of them. The Navy should be proud of the shore patrol, and the patrolmen should be proud of themselves."

OLD WORLD



FULL DRESSED Dayton (above), one of ships reviewed by Turkey's president. At Gibraltar (below) a 21-gun salute by Dayton and Fargo is seen from Leyte.

YOU CAN still see the world in this Navy today. Consider the tour reported by USS *Dayton* (CL 105), in which, in four months, she pretty well covered the tracklines of both Ulysses and C. Columbus.

Passport at the gaff and Baedeker on the chart table, the *Dayton* sailed from Norfolk in February, maneuvered 26 days in mid-Atlantic with other ships of the Second Task Fleet in spring training, and was ordered to join the 12th Fleet and proceed to the Mediterranean.

The first liberty call was Gibraltar, where U. S. sailors seized the chance for one of the most scenic views in the world. They toiled up the road that gashes the Rock, about one-third of the way to the top (military restrictions prevent a higher climb).

There the gray stone slopes tumble down under green spring growth and level off at the town of Gibraltar. A flat, narrow strip of land curves to the mainland, widens to a broad expanse of plain and rises steeply into the hazy, purple mountains of Andalusia. South 14 miles across the Straits loom the crags of the Atlas mountains on another continent.

Three days of steaming took the *Dayton* to the Bay of Naples, where she docked in the shadow of Mount Vesuvius. The city of Naples rises on a slope from the bay, which is



CRUISE

fringed by a wide sand beach backed up by a green wall of hills. The fabled Isle of Capri is set like a stone in a ring, mid-way between the two arms of land that half-encircle the bay. Ample time was allowed for shore liberty in the Italian port before the *Dayton* shoved off again, this time bound for Trieste in the northern Adriatic.

Trieste is ideally situated for the tourist, affording a take-off point for travel into Europe. A few hours north by train are the ski slopes of the Italian Alps; a few hours southwest by train is Venice, "Queen of the Adriatic."

Dayton sailors tried the above-mentioned ski slopes, with the more or less inevitable result that sick call on the ensuing outward trip consisted mostly of treatment of sprained ankles and wrists. The ship pulled out of Trieste to the honors of a kilt-clad band of the Second Cameron Queen's Own drawn up on the dock.

There followed a 10-day stopover at Naples, during which many took the opportunity to ride up to Rome on 72s, and then the *Dayton* pushed eastward toward the centers of ancient civilization.

First stop was Suda Bay, Crete, where the best liberty consisted of beach parties, hiking, and swimming over the side in the warm Mediterranean water (warm, despite snow-capped mountains hanging over the bay).

Up through the Dardanelles and across the Sea of Marmara to Istanbul the *Dayton* went next. Ferry boats on the Bosporus listed to a dangerous angle as local commuters crowded the rails to cheer the *Dayton* and answer her saluting guns. Turkey's red and yellow colors were broken, and the *Dayton's* crew snapped to attention as the band of the Turkish battle cruiser *Yavus* struck up the U. S. National Anthem. The citizens of Istanbul turned out in force to welcome the visiting American ship.

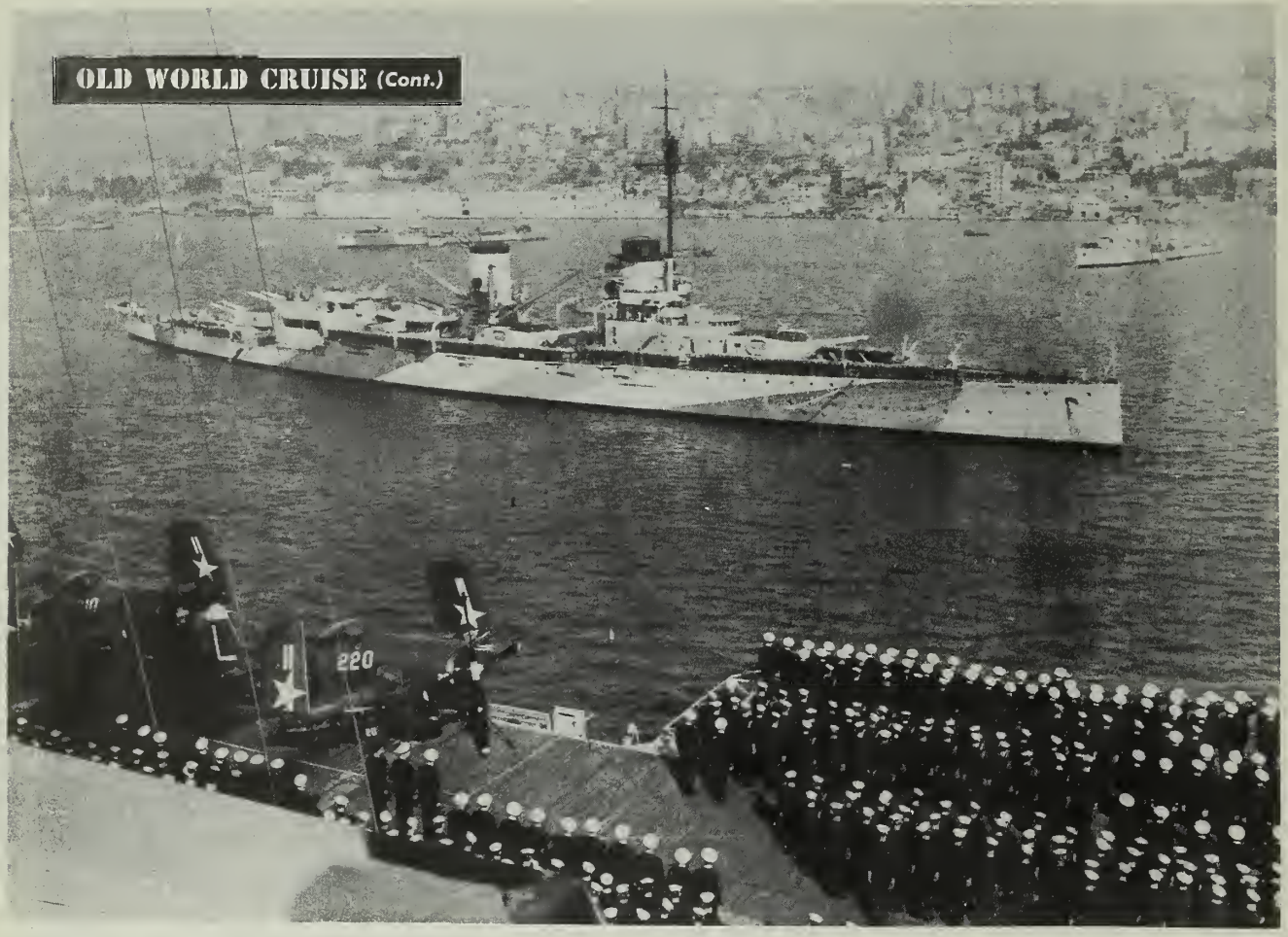
Istanbul is one of the most cosmopolitan cities in the world, a crossroad of the East and the West old in history. Liberty there is good, as the *Dayton's* men found out. The local population seemed genuinely interested in showing their city to the visitors. Photographers found a potpourri of the world's civilizations at which to aim their lenses.

A liberty stop was made at Alexandria before the *Dayton* left the eastern Mediterranean, and crew members had a chance to get up to Cairo, a modern city contrasting strangely with the antiquity of its surroundings and its culture. Some salts found out



BLUEJACKETS find good liberty in Egypt. They look over some jewelry (above) in one of the shops and ride camels (below to pyramids and Sphinx





CREWS snap to attention as Turkish band plays U. S. national anthem. Three Turkish destroyers are in background.

too, that you can get as seasick on a camel as you can on a cruiser.

The return trip found the *Dayton* stopping at Trieste and Gibraltar before heading once again into the Atlantic, where she pointed her nose westward—next liberty: New York.

Sergeant Shoots New Pistol Record

A new pistol record has been hung up for the Marine Corps to shoot at, and it's a mighty small target. The previous record had stood for 10 years!

Walter Lee Devine, Marine technical sergeant, fired 556 of a possible 600 to win the Eastern Division pistol shoot at Quantico. The previous record was 555, set in 1937 by Capt. Harry W. Reeves, USMCR, firing in the Marine Corps Competitions at Quanticco.

MarCorps pistol competitions are fired twice over the National Match Course, for record. Possible score for each firing of the course is 300, or 600 for the dual firing.

Bikini Revisted

Bikini Atoll is being revisited this summer by a task group of naval and civilian scientific personnel, to study the long-range effects of an atomic bomb explosion on a harbor area.

Scientific work carried out during Operation CROSSROADS was so intensive that, as a result, more is known about the oceanography, geology and biology of Bikini than about any other harbor in the world. The groundwork was laid then for continuing studies in the only harbor area in the world ever subjected to atomic attack.

Some 40 scientists and technicians will go along, representing the Atomic Energy Commission, the U.S. Geological Survey, the Fish and Wildlife Service, the Smithsonian Institution, the Army and the Navy, and other scientific and educational institutions.

The scientists will bring back extensive collections of biological and geological specimens, send divers down to investigate sunken ships, employ a hard-rock crew to drill for core samples of the sub-strata, and make radiological studies of the water, land area and various organisms.

Conditions existing a year ago prevented complete examination of sunken ships and recovery of all special instruments. BuShips has arranged for deep diving operations during this summer's expedition to supplement information obtained during CROSSROADS.

Ships assigned to the task group include USS *Chilton* (APA 38), USS *Coucal* (ASR 8) and a landing craft.

Eight Jap Ships to U. S.

Thirty-two former Jap warships are enroute from Sasebo, Kyushu, for delivery to the U.S., Great Britain, Russia and China.

The ships are mainly escort vessels and destroyers, averaging 1,000 tons. Each of the four powers will receive eight ships.

MarCorps Leaves China

The MarCorps has completed its postwar job in China.

Marines sailed for the U.S. from Tangku harbor, leaving behind only a few men in North China for duty with U.S. naval activities connected with training Chinese navy personnel.

TRUK TODAY



TRUK, two years after the end of the Pacific war, is the subject of the following remarks in a letter by a Navy man to a friend. The letter's interest is heightened by the fact that —for many years before the war— Truk was an enigma to the outside world, cut off by Japanese restrictions as to visitors.

More recently, expeditions to Truk and the other atolls of Micronesia have been arranged by cooperation among the Navy and various government agencies and universities, to study that section of the world so long in quarantine (see ALL HANDS, July 1947, p. 47).

This Navy observer begins with comment on the atoll's climate:

"Like most places, opinions vary. Some think the climate is pretty near perfect; I don't like it. Today is our third day of calm in almost two months! The rest of the time the trade wind has blown between 12 and 30 knots with a consistency I wouldn't have believed possible. Of course, the breeze does relieve the heat—the temperature is in the 80's most of the time.

"Normally, there are two separate layers of clouds, a layer at about 10,000 feet that, when it can be seen, has the usual painted sky effect and can be gorgeous. But most of the time there is a constant procession of low cumulus that hurries by, between one and two thousand feet, which forms as much a part of the immediate surroundings as the water, the trade wind or the nearby islands.

"The same cumulus can be detached puffs of white fluffiness, or can be heavy masses of pouring rain with, usually, a sharp squall. As the squall hits the wind veers quickly to the southeast or south, gradually dying down to normal and working back to the east or northeast as the shower passes. Normally a shower lasts only about 20 minutes, but occasionally we have settled down to a good rainy day of several hours. . . .

"No amount of intensive study of the charts prepared me for the immensity of Truk. Thirty miles does not sound like much in the way of distance, but it is the diameter of the atoll. From my anchorage here in the lee of Moen I can see one reef island to the northeast. All the others around the circumference are beyond the horizon. The larger islands are of volcanic origin and are called 'mountains.' The highest is about 1,400 feet, most of the dozen are around 1,000 feet. They are from four to eight miles in diameter and the peeks have steep sides—a very hard climb in this climate.

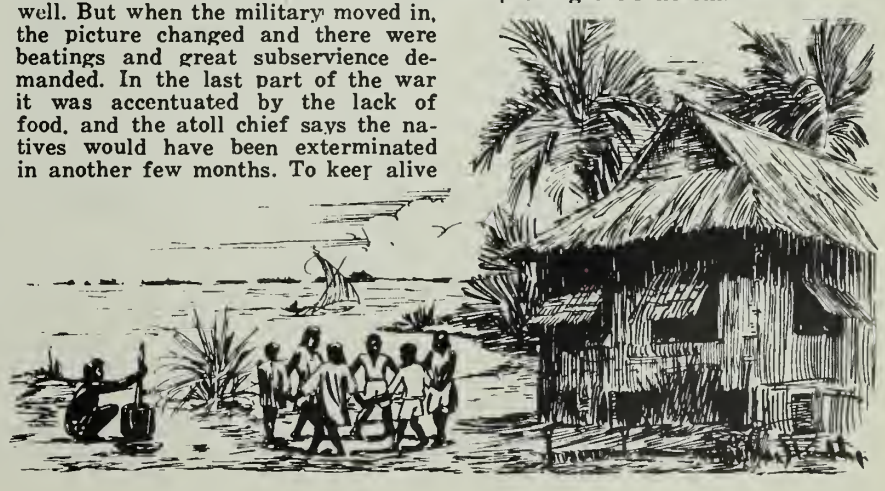
"The majority of the villages are at or very near the shore lines of the larger islands. The usual box on stilts is the customary house, glass windows being a measure of prosperity. There is practically no furniture in the native homes. An occasional piece inherited from the Japanese is incongruous. For the most, grass mats and a low table or two is all.

"The Japanese are gone, except for the dilution of the Micronesian blood they left behind . . . There seems to be nothing left at all of the German occupation except a very rare light-headed native and a couple of missionaries left behind, one a woman.

"Apparently until the late 1930s the Japanese here were largely commercial and treated the natives rather well. But when the military moved in, the picture changed and there were beatings and great subservience demanded. In the last part of the war it was accentuated by the lack of food, and the atoll chief says the natives would have been exterminated in another few months. To keep alive the Japs all but ruined the coconut trees getting the heart of palm, and really did use up all the livestock, including dogs.

"The Japanese imported Okinawans to fish so the present natives have lost the art of all except net fishing on the interior reefs, and don't even know where the fishing grounds are. The Japanese discouraged the native handicraft, so it was almost a forgotten thing when we moved in. The natives were used only for hard labor and it will be some time before they regain much else. They have now become self-sufficient in food, but need more protein (fish, eventually). They almost all wear clothes, the men shorts and shirts, the women cotton dresses. Nearby islands, however, send deputations in occasionally in G-strings and lava lavas. The women do most of the road work and hard labor. . . .

"They seem cheerful and contentedly happy. I doubt if civilization can make them much happier, except by improving their health."



Roundup of Legislation Affecting Naval Personnel

Pay at Academies — Public Law 96 (S. 321): Increases, and otherwise revises, pay of midshipmen and cadets at service academies (see p. 11).

Admission of Fiancees—Public Law 126 (H.R. 3398): Extends the period for admission of alien fiancees of members of the armed forces (see this page).

Mustering Out Pay—Public Law 128 (S. 1218); This act, the Army Enlistment Bill, contains a provision which terminates Army and Navy mustering out pay for persons who enlist on or after the first of the month following enactment

Warant Promotion— Public Law 134 (H.R. 1326): Permits counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service requirement for promotion to CWO.

Naval Plantations—Public Law 149 (H.R. 1358): Amends the act governing the operation of naval plantations.

Supply Duty— Public Law 150 (H.R. 1371): Authorizes SecNav to appoint, for supply duty only, officers of the line of the MarCorps.

Dependents' Transportation — Public Law 151 (H.R. 1376): Permits transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

MarCorps Memorial—Public Law 157 (S.J. Res. 113): Authorizes a memorial in Washington, D.C., to MarCorps dead.

Clothing Allowance — Public Law 158 (H.R. 1357): Further amends Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance for enlisted men of the MarCorps and MarCorps Reserve.

Olympic Games—Public Law 159 (H.R. 2276): Authorizes certain expenses for Army and Navy participation in the Olympic Games (see p. 50).

Disability Retirement—Public Law 178 (H.R. 3251): to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

DFC Award—Private Law 35 (S.J. Res. 32, H.J. Res. 92): Awards the Distinguished Flying Cross to Rear Admiral Charles E. Rosendahl, USN (Ret).

National Defense —S. 758, H.R. 2319: Passed by Senate; House bill in Committee for Expenditures in the Executive Department; to promote national security by providing for a National Security Organization, under a Secretary of National Security, and with departments of the Army, Navy and Air Force.

Terminal Leave —S. 1284, H.R. 3501 Passed House, reported by Senate ASC; to amend and rewrite the Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave (see p. 12).

Terminal Leave —H.R. 4026: Introduced; to extend for 1 year the time which application may be made under the Armed Forces Leave Act of 1946 for settlement and compensation for terminal leave (see p. 12).

Cash Bonds —H.R. 4017: Passed House and Senate; to amend the Armed Forces Leave Act of 1946 to provide that bonds issued under the act shall be redeemable at any time after 1 Sept 1947, and to permit settlement and compensation under the act to be made in cash (see p. 12).

Terminal Leave —H.R. 3910: Introduced; to amend the Armed Forces Leave Act of 1946 so as to extend the benefits thereof to certain officers discharged prior to its enactment.

Income Tax—S.J. Res. 123: Introduced; previously reported in these columns as terminating various war control legislation, including termination of the $1,500 income tax exemption for officers of the armed services. This latter provision no longer is included in the bill. Thus, in the absence of other legislation, this exemption will continue until six months after the official termination of the war (see p. 13).

Income Tax—H.R. 4013: Introduced; to amend the Internal Revenue Code so as to terminate income tax exemptions for pay of service personnel, both officers and enlisted, as of 1 Jan 1948, and to require application of withholding tax to pay of service personnel.

Promotion —S. 902, H.R. 3830 (which incorporates provisions of H.R 2537): Passed House; revision of laws relating to promotion, involuntary retirement and distribution of rank of all officers of the regular Navy and MarCorps (see p. 12).

Physicians, Surgeons—H.R. 3851: Reported by Senate and House ASC; to provide odditional inducements to physicians and surgeons to make a career in the military services. This is a substitute bill combining the provisions of H.R. 3254 and 3174.

Permanent Waves —S. 1641, H.R. 4038: Reported by Senate ASC; to authorize the enlistment and appointment of women in the regular Navy

Admission of Fiances to U. S. Deadline 31 Dec

Congress is playing the role of Cupid.

Public Law 126 (80th Congress) extends to midnight on 31 Dec 1947 the period during which alien fiancees or fiances of members of the armed forces may be admitted into the U.S.

An act approved 29 June 1946 (60 Stat. 339) set 1 July as the deadline for admission.

Conversion of 16 Ships Approved by Committee

A bill to provide authority for conversion of naval vessels into new types has been reported favorably by the House Committee on Armed Services. The bill, H.R. 3315, provides that under an approximately 55-million-dollar program, the following conversions would be made:

Nine Fletcher-class 2100-ton destroyers would be rebuilt as high-speed destroyer escorts. Nine such anti-sub ships were requested in order to develop group anti-sub tactics against the most advanced submarine designs.

Four submarines would be converted under the program, two as underwater troop transports, one as a cargo carrier and one as an Arctic picket boat.

The program includes conversion of two LSDs and a transport for Arctic operations.

Guided Missiles Center Given High Priority

Weapons development is given a high priority in the Navy public works bill, reported favorably by the House Armed Services Committee (S. 1213, H.R. 3314). The bill includes about 75 projects at a total cost of about 250 million dollars, only part of which is to be appropriated during fiscal 1948.

Development of the Naval Air Missile Test Center at Pt. Mugu, Calif., and an aeronautical turbine laboratory in New Jersey are prominent features of the bill.

Also included in the bill are provisions for construction of aviation facilities at the Naval Academy.

A Navy request for purchase of 518 acres along the shores of Pearl Harbor was rejected by the committee.

Fleet Admiral Chester W. Nimitz, USN, CNO, told the committee of the importance of guided missile development, commenting that a lag in development might mean defeat in another war. (For a story of naval missile development, including the project at Pt. Mugu, see ALL HANDS, April 1947, p. 8).

and Mar-Corps and in the Naval and Mar-Corps Reserve.

P.G. School—S. 229, H.R. 1341: Reported, with amendment, by Senate and House ASC; to permit construction of a post-graduate school at Monterey, Calif.

P.G. Line School—S. 278, H.R. 1379: Passed House, Reported by Senate ASC; to establish a post-graduate school of the line of the Navy.

Navy Public Works—S. 278, H.R. 3314: Reported, with amendments, by House ASC; to authorize SecNav to proceed with the construction of certain public works, and for other purposes (see p. 10).

Academy Aviation—S. 280, H.R. 1364: Included in Navy Public Works Bill; to provide for constructing aviation facilities at the Naval Academy.

Reserve Retirement—H.R. 2744 (joint bill agreed upon by Army and Navy): Reported by House ASC; to provide a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces.

Death Gratuity—S. 319, H.R. 1380: Passed House; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Veterans' Subsistence—S. 914, H.R. 3888: Reported by House Veterans Affairs Committee; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944.

Reserve Training Pay—H.R. 3227: Hearings before House ASC subcommittee; to provide for inactive duty training pay for the Organized Reserve, to provide uniform standards for inactive duty training pay for all Reserve components, and for other purposes.

Veterans' Review—H.R. 4019: Introduced; to amend the Servicemen's Readjustment Act of 1944 to create a civilian board to review discharges and dismissals from service in the armed forces.

SecNav Powers—S. 1524, H.R. 4032: Introduced; to amend certain provisions of law relating to the naval service so as to authorize the delegation to SecNav of certain discretionary powers vested in the President.

Use of Gifts—S. 1528, H.R. 4034: Introduced; to authorize SecNav to accept and use gifts, devices and bequests for schools, hospitals, libraries, museums, cemeteries and other institutions under the jurisdiction of the Navy Department.

Navy Research—H.R. 4035: Introduced; to facilitate the performance of research and development by, and on behalf of, the Navy Department.

Medical Services Corps—H.R. 3215: Passed House, reported with amendments by Senate ASC; to establish a Medical Service Corps in both the Army and the Navy. This is a substitute bill combining the provisions of two Navy bills, H.R. 1361 (to establish commissioned grades in the Hospital Corps of the Navy) and H.R. 1603 (to establish a Medical Associated Sciences Corps in the Navy).

Sale of Stores—S. 1522, H.R. 4037: Introduced; to authorize the sale of naval stores at naval establishments to members of the Navy, MarCorps and Coast Guard, and to other specified or authorized persons.

Officers Benefits—H.R. 3939: Introduced; to provide for granting to certain officers of the Navy, Mar-Corps and Coast Guard the benefits of promotion for which they were selected during the war and prevented from receiving because of absence in a status of missing, missing in action, interned in a neutral country, captured by the enemy, beleaguered, or besieged.

POW Promotions—H.R. 3582: Introduced; to provide that persons separated from the armed forces before receiving promotions to which they were entitled upon return from POW or similar status shall be held and considered to have been granted such promotions and the pay and allowances connected therewith.

Captives' Pensions—H.R. 3923: Introduced; to authorize retroactive payment of compensation or pension barred because of capture, internment or isolation by the enemy during World War II.

Captives' Subsistence—H. R. 3809: Introduced; to provide for payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Conversion of Vessels—H.R. 3315: Reported, with amendment, by House ASC; to authorize conversions of certain naval vessels (see p. 10).

Posthumous Promotion—H. J. Res. 96: Passed by House; to authorize the President to issue posthumously to the Late Lt. Gen. Roy Stanley Geiger, USMC, a commission as general, USMC.

Nurses' Retirement—S. 1570, H.R. 4090: Introduced; to equalize retirement benefits among members of the nurse corps of the Army and Navy.

Special Pensions—H. R. 3992: Introduced; to provide special pensions for certain persons awarded medals for extraordinary heroism in combat.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees.)

Personnel May Voice Opinions Before Congress

SecNav made it plain that naval personnel are permitted to voice professional and personal opinion when testifying before Congressional committees on the proposed "merger" legislation. The legislation was under debate on the floor of the Senate (S. 758) and was before the House Committee on Expenditures in the Executive Departments (H. R. 2319).

SecNav declared in Alnav 139-47 (NDB, 30 June), "I have recently become aware that a feeling of restraint may exist among certain naval personnel in regard to their latitude of expression before committees of Congress on the proposed National Security Act of 1947. This feeling, which is counter to the statutes and to the orderly processes of free expression, may have been engendered by misinterpretation of Articles 94 and 95, U.S. Navy Regulations, which in practical effect do not limit a naval officer's freedom of expression but require that in addressing Congress, communications are to be channeled through the Secretary of the Navy.

"Without in any way weakening my endorsement of the January 16, 1947 agreement between the War and Navy Departments which was promulgated by Alnav 21, I wish to make clear that every person in the naval service is at liberty to voice his professional and personal opinion when testifying before a committee of Congress on the proposed National Security Act of 1947. To this end, and only with regard to the proposed National Security Act of 1947, those provisions of Articles 94 and 95, U.S. Navy Regulations, which prescribe that communications between officers of the naval service and committees and members of Congress be channeled through or authorized by me, have been waived."

Midshipmen Get First Pay Raise in 28 Years

The middies got their raise.

Under Public Law 96, 80th Congress, their pay was increased from $65 to $78 per month, effective 1 July.

And that, according to Navact 15-47 (NDB, 15 July), makes their pay $936 per year.

The midshipmen hadn't had a pay raise in 28 years, and the recent 20 per cent increase will just about take care of higher living costs and uniform expenses.

Pay at West Point and the Coast Guard Academy likewise were increased by the law.

PEACETIME PROMOTION PLAN PROPOSED

Legislation providing a postwar system for promotion of officers of the armed services has passed the House and gone to the Senate Committee on Armed Services for consideration. The measure as passed by the House combined the Navy's promotion bill with that of the Army, but under separate titles. The bill proposed by the Navy was reported in detail in ALL HANDS, April 1947, p. 54.

The bill passed by the House contains some amendments of the original Navy proposal.

One amendment places a numerical limit on the numbers of officers of general and flag rank, which may be exceeded only by temporary appointments of officers to two-star rank and below.

Under this amendment, the Navy is limited to 207 permanent rear admirals, of whom 19 may be officers in EDO, AEDO and SDO categories, and 38 may be officers of the staff corps (15 of the Medical Corps, 13 of the Supply Corps, 4 of the Civil Engineer Corps, 4 of the Dental Corps, 2 of the Chaplain Corps). Of the total of 207, three officers may serve in temporary appointments as admiral and 23 may serve in temporary appointments as vice admiral.

The Marine Corps is limited by the legislation to one officer of four-star rank, two of three-star rank, 10 of two-star rank and 23 of one-star rank. Numerical limits also are imposed on the general officer ranks of the Army and the Air Forces.

Another amendment removes the Navy's authority to retire in the next higher rank officers who may hereafter be commended by the head of an executive department for conduct in action with the enemy. Further clarification of this provision is being sought in the Senate.

Excerpts from testimony before the House Armed Services Committee by the officer representing the Navy Department are as follows:

"The stated purpose of the Navy promotion bill is to regulate the distribution, the promotion and retirement of officers of the regular Navy and Marine Corps, and to provide for the advancement of enlisted personnel to commissioned grades.

"The promotion of all officers above the rank of ensign will continue to be made only upon the recommendation of a selection board. That selection board will select from among the officers of each grade the best fitted officers, and that will be determined by the complete service record of each officer considered.

"The number of officers allowed in each grade of the line and of the Marine Corps is fixed by a percentage distribution among the actual numbers of those officers on active duty.

"The vacancies occurring each year within this percentage determines the number of officers who can be selected for promotion to fill those vacancies.

"Under stabilized conditions, the number of officers who must be considered in order to avoid stagnation and excessive time spent in each of the grades normally exceeds the number of vacancies in the next higher rank.

"It, therefore, becomes the duty of the selection boards, under existing law, to select from among the officers under consideration those whom it considers best qualified for promotion.

"Conditions in each of the staff corps being somewhat different do not permit the same percentage distribution in the various ranks; but in order that staff corps promotions can be kept in step with the line officers for similar lengths of service, each staff corps officer is assigned . . . a running mate in the line, according to date of rank. A staff corps officer becomes eligible for promotion and selection with his line running mate. Thus, all promotions in the Navy are closely geared together, because they are tied by law to the rate of promotions in the line . . .

"The promotion of all officers must occur at appropriate ages, to assure vigorous performance in all of the

Labels on Container Of Duplicator Fluid

Precautions regarding labeling of duplicator fluid containers remain in effect, regardless of the change in stock numbers of the fluid, Alnav 150-47 (NDB, 15 July) advised.

Duplicator fluid containers, either original or containers to which the fluid has been transferred, must bear two labels, one reading "Poison," the other reading "Inflammable mixture — do not use near fire or flame — do not use internally."

Duplicating fluid stock number was changed in the Catalog of Navy Material, General Stores Section, Bulletin 31, to 51D437. Previously, the fluid was numbered 53F3900.

MEASURES WOULD CHANGE LEAVE LAWS

Two bills changing the terminal leave law (the Armed Forces Leave Act of 1946) have been passed by the House and are awaiting Senate action, and two others have been introduced.

A bill to provide for cashing of terminal leave bonds after 1 September (H. R. 4017) passed the House by a 386 to 0 vote. It is being considered by the Senate Armed Services Committee. The bill provides the option of cashing the bonds at face value plus accrued interest after 1 September, or holding them until they mature. The bill also provides that terminal leave may be paid in cash or bonds in cases where settlement is applied for after enactment of the bill. The bill extends until 1 Sept 1948 the final date on which individuals may apply for terminal leave settlement. The final date under existing law is 1 Sept 1947.

Also passed unanimously by the House was a bill (H. R. 3501) to eliminate terminal leave and provide, instead, a lump sum payment of base pay plus longevity, excluding allowances, according to the amount of leave on the books at time of an individual's discharge from the armed forces. The measure is being considered by the Senate.

The bill provides that persons who are discharged and who reenlist may accept cash payment for accrued leave, or transfer the leave to their new enlistment. Leave also may be carried over but cash settlement may not be made when an enlisted person is appointed to commissioned rank, and when a commissioned officer reverts to enlisted status.

The bill excludes cadets and midshipmen from the provisions of the Armed Forces Leave Act. Administrative regulations to this end already are in effect.

The bill repeals a law which permits commissioned personnel to take emergency leave in excess of their accrued leave at half-pay. Under the bill, all personnel may take emergency leave in excess of accrued leave, but receive no pay.

Two other bills were introduced. One (H. R. 4026) would extend for one year the final date on which application can be made for settlement of unused leave, making the final date 1 Sept. 1948. The other (H. R. 3916) would extend the benefits of the Armed Forces Leave Act of 1946 to certain officers discharged prior to its enactment, who did not receive terminal leave.

Another measure affecting naval personnel became Public Law 128, 80th Congress. The law, while not concerned with terminal leave, does affect the amount of cash settlement received by persons discharged from the armed services. This act eliminates mustering out pay for persons entering the service on and after 1 July 1947. Persons who entered the service before that date, and who are otherwise eligible, may still continue to receive MOP upon discharge.

ranks. There should still be, and must be, adequate, but not excessive, time allowed in each grade for the necessary training and experience. This assurance of a flow of promotion is not provided for under existing permanent law, with the result that during the prewar years, the average officer reached the higher ranks at too old an age."

The legislation as passed by the House provides that officers shall be eligible for consideration by a selection board when they will have completed on 30 June of the fiscal year in which the board meets the following years of service in grade:

	Existing Law	Proposed Bill
Rear Admirals	No selection	4*
Captains	4	3
Commanders	4	5
Lieutenant Commanders	4	4
Lieutenants	4	4
Lieutenants (jg)	3	2

**Under the proposed bill, rear admirals must also have completed 34 years of service to be eligible for consideration.*

The legislation as passed by the House provide normal terms of service in grade and total commissioned service ,not provided in existing law). The legislation would establish the following years of service in grade and total commissioned service, applicable to officers not restricted in performance of duty, as normal terms of service in various grades:

	Service In Grade	Total Commissioned Service
Captain	5	30
Commander	7	25
Lieutenant Commander	6	18
Lieutenant	6	12
Lieutenant (jg)	3	6

The legislation as passed by the House provides that line officers on active duty, exclusive of additional numbers, shall be distributed among the ranks in the following proportions:

	Existing Law	Proposed Bill
Rear Admirals*	1	.75
Captains	4	6
Commanders	8	12
Lieutenant Commanders	15	18
Lieutenants	30	24.75
Lieutenants (jg) and Ensigns	42	38 50

* *Existing law provides (for purposes of the above table) 1 per cent in the grade of rear admiral; the proposed bill provides three-quarters of 1 per cent in the grade of rear admiral and above. Existing law provides a numerical limit of 70 on the number of rear admirals serving in peacetime; the proposed bill provides no numerical limit.*

For other details, see ALL HANDS, April 1947, p. 54.

CERTAIN WAR POWERS MAY BE ENDED

A joint resolution to terminate certain emergency and war powers was passed by the Senate and sent to the House.

S.J. Res. 123 will, if it becomes law, have this effect: repeal 60 provisions of law immediately; amend 16 provisions to provide for their termination at a fixed date in the future, and provide that in interpretation of 108 separate provisions of law, the effective date of S.J. Res. 123 shall be deemed to be the date of the termination of the war and national emergencies.

The resolution does not include all existing wartime and emergency legislation. Those not included in the resolution will remain in effect until Congress takes further action. Among these is the $1,500 income tax exemption for officers of the armed services, which, unless there is other action by Congress, will continue in effect until six months after the official termination of the war.

Statutes which were effective only during the hostilities already have expired, or will expire on a fixed date, as a result of the Presidential Proclamation which ended the hostilities on 31 Dec. 1946.

Among statutes of interest to the Navy, to be terminated as outlined below, were the following:

• *To be repealed immediately* (upon the effective date of S.J. Res. 123, if it becomes law)—

Inclusion of female physicians and surgeons in the Naval Reserve and the AUS.

Transfer of enlisted men of the Naval Reserve and Marine Corps to the regular establishments to serve the unexpired term of the enlistment "in time of war or national emergency.

The President's authority to reduce the course of instruction at the Naval Academy to three years.

The wartime provision that removed the restriction on payment of active duty pay to retired officers of the Navy and Marine Corps.

Provision for appointment of acting assistant surgeons for temporary service by SecNav in wartime.

The wartime provision that suspended restrictions on employment of naval officers on shore duty under act of 3 Mar 1883.

Prohibition on involuntary retirement of Navy or Marine Corps officers adjudged fitted for service.

Abatement of tax for members of the armed forces upon death during the war.

• *To be repealed effective 1 July* 1948 (if S.J. Res. 123 becomes law)—

Free importation privilege for members of the armed forces.

Authority of the President to permit arming of merchant vessels.

• *To be repealed one year after the effective date of S. J. Res.* 123.

Authorization for officers and enlisted men of the armed forces to accept decorations and medals from governments of cobelligerent nations or other American Republics.

• *To be repealed six months after the effective date of S. J. Res.* 123—

Suspension of provisions of act of 2 Mar 1933 prescribing Navy ration in kind.

• In the interpretation of the following statutory provisions, the effective date of S. J. Res. 123 shall be deemed to be the date of the termination of the state of war declared by Congress and the national emergencies proclaimed by the President. The provisions in this category which are effective during war or emergency will cease to be effective immediately upon enactment of S. J. Res. 123. The provisions which by their terms remain in effect for a specified period after the termination of war emergency will terminate at the end of the specified period after enactment of S. J. Res. 123. The provisions include:

Authority of the President to transfer vessels, equipment, stations and personnel of the Coast Guard and Coast and Geodetic Survey to the jurisdiction of the Navy or War Departments.

Provisions for extension of time for examination of monthly accounts covering expenditures by Marine Corps, Navy and Coast Guard disbursing officers (and departmental examination of the quarterly accounts of Navy disbursing officers) from 60 to 90 days during war or national emergency and 18 months thereafter (as indicated above, these provisions expire 18 months after enactment of S. J. Res. 123).

Provisions that enlistments in the Navy and Marine Corps could be extended by SecNav for such time as he deems in the public interest in time of war or national emergency.

Provisions allowing enlistments in the naval service of deserters from the naval or military services of the U. S. in time of war.

The death penalty for certain naval offenses such as desertion and spying in time of war.

Authority of SecNav to call retired enlisted men into active service in time of war or national emergency.

Provisions allowing credit for active duty service in a Reserve component of the Navy after 8 Sept 1939 and before the termination of the war in computing years of service necessary for appointment to commissioned grades



Ships and Men

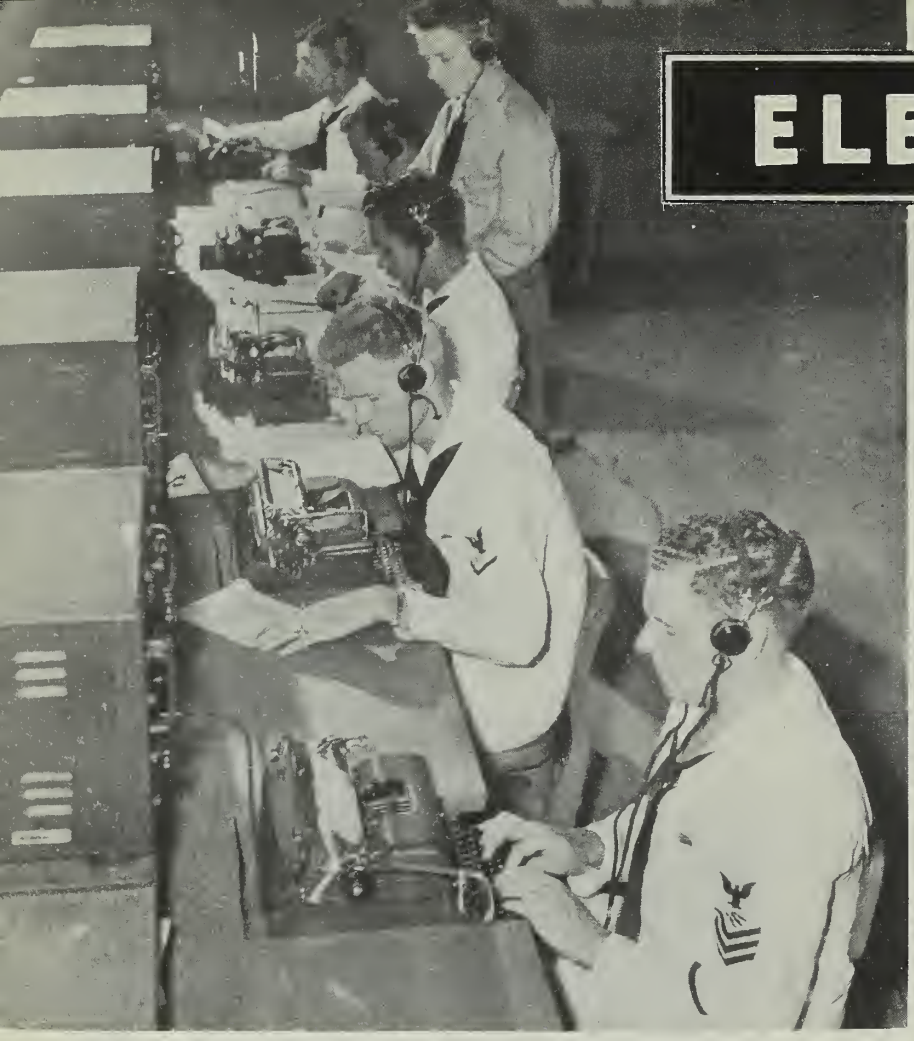
. . . and an artist with a slick grease pencil, combine to produce a layout of purely Navy interest. You must have gone down to the sea in ships to feel this; you must have heard the chank, chank, chank of the chipper . . . sweated in the heat of the tank deck in a Pacific lagoon . . . yawned to the pressure-release as the hatch clanks open on a surfacing sub . . . braced to the roll of the tin can, here at rest after her war tasks. The ALL HANDS artist: W. S. Boddy, CY, USN.






William Steeddy '47

ELECTRONIC



RADIO DRILL under instructor keeps electronic warfare specialists well trained in both the sending and receiving of Navy communications.

THE STORM whirled across the farmlands and lashed with full force at the little town of Burlington, Iowa. By the time it had passed over, telephone lines lay on the ground and were out of order.

Burlington was, for all practical purposes, an isolated community.

But a Naval Reserve company of electronic warfare specialists was prepared for the emergency. For a day and a half, the local Naval Reserve radio station furnished the only information from the town. It kept up a continual flow of reports, requesting aid and supplies.

Although it was purely a local disaster, the storm's effects were felt in the little town for many weeks afterward. But for the Naval Reserve radio operated by public spirited citizens of the new civilian Naval Reserve, the recovery would have been slower and more prolonged.

Elsewhere in the United States during the past year, the story was the same. When heavy explosions and fires broke out at the Texas City oil piers, Naval reserve electronic warfare personnel radioed other Reserve divisions for ambulance drivers, medical personnel, rescue workers and scores of varieies of emergency supplies.

From Dallas sped a portable emergency communications unit, manned by five Reservists. When the *High Flyer* went up in the second major explosion of the Texas City disaster, this unit was less than 100 yards away. They continued transmitting messages, calling in medical supplies by air from Dallas, New Orleans, Corpus Christi and Los Alamitos.

Six Naval Reserve divisions from Houston sent their men, and at Port Arthur, the radio messages were transmitted on the Naval Reserve units in Galveston and New Orleans.

When tornadoes struck at Warren, Ohio, and Woodward, Okla., and floods swept through several midwestern cities, the radio stations of the Naval Reserve played their highly important parts. Providing communications during a public emergency is one of the most important functions of the Naval Reserve electronic warfare program.

In Terre Haute, Ind., city officials welcomed the Naval Reserve radio station atop the city hall, where it will be easily available for use in time of public need. The citizens of Williams, Ariz., recognizing the worth of the electronic warfare program, constructed a new building for the Reservists and furnished it without cost to the government.

By the middle of June, more than 10,000 Naval Reservists were training in electronic warfare units throughout the nation.

Broad in scope and precise in its methods, the electronic warfare program embraces training in communications, CIC, anti-submarine warfare and technical electronics, as well as electronics as related to guided missiles, infra-red and nuclear physics.

With the Navy supplying electronic equipment and paying its installation and maintenance, the electronic warfare program is an opportunity for young men to accomplish new skills and maintain proficiencies learned during wartime with equipment not available to the ordinary citizen. Both operators and technicians are afforded full use of printed material and actual experience with electronics gear of all kinds.

Some electronic warfare personnel are assigned to Organized Reserve units and other personnel in the Volunteer Reserve are integrated into electronic warfare companies and platoons.

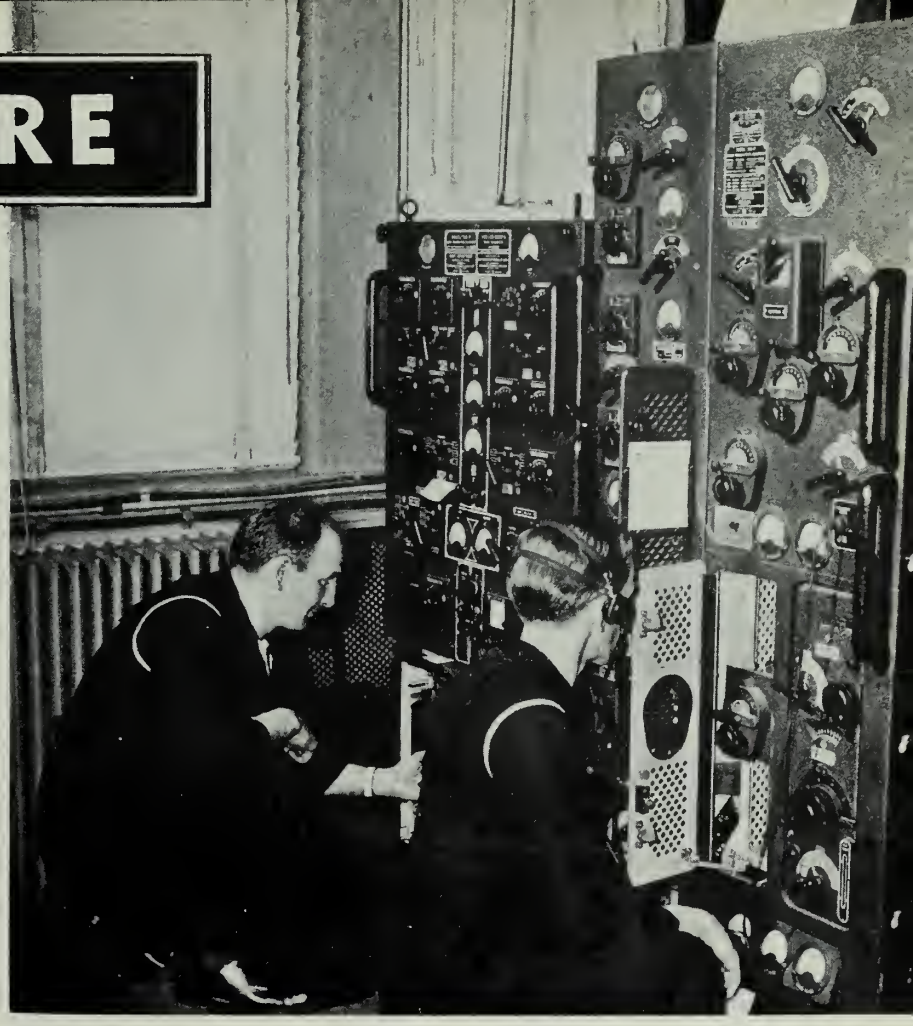
For planning purposes, a quota of 900 companies and 5,000 platoons is the goal of the Volunteer electronic warfare program. Each company will have five officers and 40 enlisted personnel, while the platoons are comprised of one officer and nine enlisted men.

Volunteer Reserve personnel may participate in Organized Reserve drills and may serve as instructors and consultants in the training program.

Volunteer companies and platoons will use the facilities and equipment in Organized Reserve armories and some units will have their own buildings, designated as electronic warfare drill quarters.

Most of the equipment initially provided electronic warfare units comes from shore establishments which have been closed, and additional gear has been made available from decommissioned ships. Some new equipment which was bought by the Navy during the war but never used has been turned over for Reserve

WARFARE



TROUBLE SHOOTING with complicated TDE and TBL transmitters occupies two electronic technicians mates strikers in the Reserve armory, Boston.

training. Hereafter, approrpiate quantities of all new electronic gear purchased by the Navy will be allocated to the Naval Reserve as well as equipment purchased solely for the Reserve. More than $100,000,000 worth of equipment is being utilized by electronic warfare personnel throughout the nation.

Training methods in the armories include classroom lectures by regular instructors and visiting lecturers, maintenance and operation of equipment in Naval Reserve shore facilities and ships, assignments of laboratory problems and homework, extenand corresponding courses, visits to sive use of training films, recordings manufacturing plants and naval and civilian laboratories, and the widest possible use of regular navy activities.

For training at sea, electronic warfare personnel may take their annual training duty aboard two AGCs equipped with extensive communications and radar equipment. USS *Taconic* and USS *Pocono* started the Reserve cruises for electronic warfare personnel during the middle of July. A total of 14 cruises aboard these two vessels are scheduled through October for Reservists from naval districts east of the Mississippi and the 9th ND and requests this training should be addressed to district commandants.

Cruises on the above ships are in addition to the opportunity for electronic warfare reservists on regular Naval Reserve cruises, such as on aboard USS *Wisconsin* and on annual midshipman cruises.

For the training of CIC personnel in armories, a new model now in the planning stage will approximate a cruiser's most modern gear, embracing radar, sonar, radio, infra-red and visual detection and communication equipment.

The test model, when completed, will be located in a Reserve armory and will embrace all the latest CIC concepts and procedures. Readings will be recorded and the functions of CIC plotting and reporting will be carried out the same as at sea.

BuShips will develop the plans, furnish the equipment and install the model trainer, with the primary goal being that the device must provide the maximum training possible in a Naval Reserve armory.

From the test model will come the plans, specifications and equipment lists for subsequent devices which will be constructed for other Reserve units.

In the meantime, CIC personnel continue their training to the fullest extent possible with the facilities now provided in the armories and at fleet training centers. Many units are afforded the use of radar equipment on board ships assigned to the Naval Reserve and full training is received on board ship on the annual two weeks' training duty.

A limited number of officers, either graduates of the wartime Navy (M. I.T.) radar school or those classified as electronics engineers (T), can request their annual 14 days training duty at the Naval School of Electronics Engineering, M.I.T. in Boston.

The abbreviated course is designed to keep the officers informed on the latest developments in electronics and related fields such as nuclear physics.

Another training device which simulates actual conditions is the "attack teacher" designed for the instruction of anti-submarine warfare personnel. Instruments operated by sonarmen detect a simulated target and plot the data necessary for countermeasures.

A total of 25 of these instruments will be located in armories throughout the nation, according to present plans. Several already are installed and in use by anti-submarine Reserve personnel.

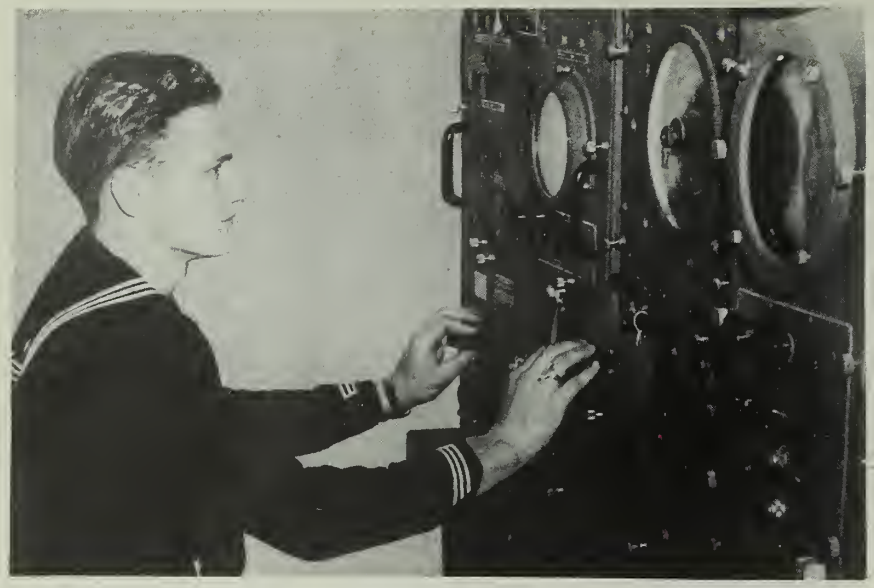
Training in the technical branch of the electronic warfare program begins with high school mathematics and physics, continuing through advanced mathematics, elementary physics and radio principles, and includes familiarization training with electronics equipment.

In the advanced stages, higher mathematics and principles of electronics as applied to modern equipment are the subjects studied.

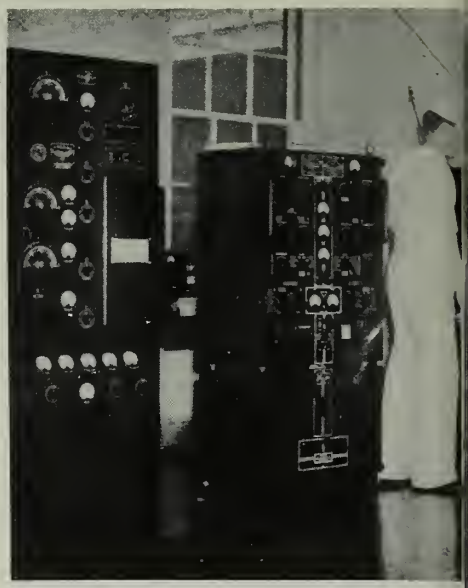
The communications portion of the electronic warfare program includes a comprehensive network of some hundreds of Naval Reserve radio stations throughout the nation, Hawaii and Alaska linking naval districts with Radio Washington.

Within each district, the armory, company and platoon stations link with the district Reserve radio station.

The network ties in with amateur radio emergency systems and serves



RADAR GEAR is operated by 13th ND Reservist who calls out findings during CIC drill. Others correlate and plot the data on a large chart.



TRANSMITTER exposes its inside workings while a chief radioman ex-

as an alternate to the Naval Communication System in event of extensive casualty to any NCS facility.

Another function of the network is to maintain equipment in operating condition to help meet the needs of the Navy in the event of mobilization.

Radio traffic originated by and addressed to Naval Reserve activities is kept wholly within the Naval Reserve network.

Naval Reserve call signs established by the Joint Chiefs of Staff are assigned by district commandants on the authority of the Chief of Naval Operations. In addition each Naval Reserve radio station is issued an amateur radio call sign by the Federal Communications Commission. Some 300 of these are of distinctive letter combinations including W1USN, W2USN, etc., K1USN, K2USN, etc., K1NR, K1NRA, K1NRB, etc., K2NR, K2NRA, K2NRB, etc. and KL7NR, KH6NR.

Close liaison is maintained with the Institute of Radio Engineers, an organization comprising some 20,000 top United States radio and electronic scientists. Dr. W. R. G. Baker, vice president of General Electric, is president of the IRE.

Another civilian group with which the Naval Reserve electronic warfare program closely cooperates is the American Radio Relay League, a parent organization for close to 100,000 amateur radio operators in this country.

Electronic warfare training in each of the districts may vary with the amount of equipment and other facilities available. For example, in the 1st ND communications drills are held every night of the week except Friday and Saturday. More than half of the 10 companies and two platoons in the district use the facilities of Naval Reserve armories, while the remainder have been granted space in fire and police stations, public schools, radio clubs or various civic organization buildings.

In the Naval Reserve Training Center in Boston, Reservists use the facilities of a radio station equipped with TBL and TDE transmitters and several TCSs. A large code practice room can seat 50 radiomen strikers at one time for teaching code by hand tape transmissions, recordings or actual operation of receivers.

The facilities of the Naval School for Radarmen and the CIC Group Training Center in Boston are being used for Reserve training. Officers supplement the practical training by giving classroom instruction in theory and fundamentals.

The 3d Naval District has a quota of 90 Volunteer electronic warfare companies and 350 Volunteer electronic warfare platoons in addition to electronic warfare personnel being trained with Organized divisions.

The extensive electronic training facilities in the New York naval shipyard used by fleet units during the war have recently been turned over to the Naval Reserve for the training of electronic warfare personnel in the metropolitan area.

These facilities include the radio operators school, loran school, radar materiel school, radar operators school, CIC school and sonar trainers. The entire installation represents one of the most outstanding all-around electronics training facilities available in the Navy.

The equipment includes complete installations of electronics equipment of practically all types used generally throughout the fleet. Late information on new developments from the Shipyard Electronics Laboratory is provided for personnel in the area.

A mobile radio unit, the SCR-299, was recently alloted to 3d ND Reservists for training purposes as well as for a standby unit in the event of a communication casualty in the general area. Four Volunteer electronic warfare companies are using the facilities of the Naval Reserve Training Center and operate the Master Control Radio Station every Monday through Thursday.

The Potomac River Naval Command has three electronic warfare companies, two composed entirely of officers and one of enlisted personnel.

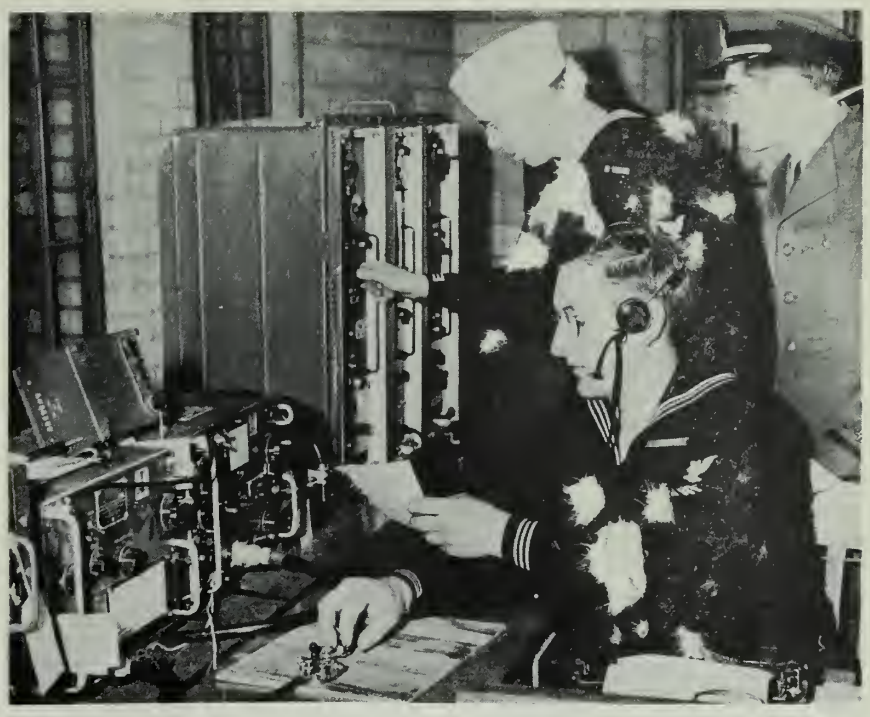
Electronic warfare company W-2, activated in December, 1946, is composed of Naval Reserve officers with technical classifications who are now employees of the Navy Department. A library committee was set up to advise on the type of publications and their sources available in and outside the Navy. Personnel will gain a knowledge of tactical and operational considerations through the study of fleet doctrines and operational requirements.

In the 5th Naval District, special consideration is given to the frequency of floods along the Ohio River section of the district. An extensive liaison program between Reserve stations and amateur operators has been set up for quick action in case of emergency.

Material valued at more than a million dollars is installed in the new Naval Reserve armory at the naval ordnance plant, Macon, Ga., for the use of Reserve units in the 6th ND. Two other armories have received



plains the functions to a Naval Reserve radioman striker in Pensacola.



PORTABLE TBW/RBM transmitter is manned by electronic warfare rated personnel during a radio drill in the Benton Harbor, Mich., armory.

their full allotment of equipment, and electronics gear for armories still building is expected to arrive by the time of completion.

The communication plan for the 8th ND divides the area command into two separate networks. The eastern circuit is manned each Tuesday and the western circuit each Thursday evening. Drills are conducted by the District Reserve operational communication officer through the district and alternate stations of the district. In addition to the scheduled drills, the district station stands guard on the control frequency each Monday, Wednesday and Friday evening for contact with any Reserve radio station.

More than 100 amateurs residing in the 8th ND who are not members of any military organization, have pledged their cooperation in case of an emergency.

The 9th ND will have more than 85 stations when the first phase of the organization of the district network is completed. Throughout the district, many Reservists in the electronic warfare companies hold important civilian positions in local radio and television stations.

Many colleges and universities have provided space for these Reserve units, and the first electronic warfare company was organized at the junior college in Bismarck, N. D.

The installation of equipment at the Michigan City, Ind., training center was the first to be started, and its SO-8 radar installation, unique in its design, was engineered by active duty station keepers, along with other electronic equipment. The Michigan City plan forms an example for the installation of equipment throughout the district.

Portable communications equipment consisting of several SCR-399s have been stationed throughout the district and will be operated according to disaster plans in case of failure of regular communications channels.

Reservists of the 11th ND have invited members of the Institute of Radio Engineers to meet with them in the San Diego armory once a month and radio clube have been contacted for the establishment of field representatives.

The 12th ND has established a Naval Reserve radio network consisting of two operating circuits and a district Fox schedule.

In addition to the Reserve units ashore, personnel on board four vessels of the Organized Reserve participate in radio drills. Fresno, Calif., activated the first 12th ND Volunteer electronic warfare company and many others have been established since.

Professors from the University of California have presented a number of lectures on nuclear physics to electronic warfare Reserve units in the San Francisco-Oakland area, while personnel of units at Fresno State College, Stanford University, and Modesto junior college receive periodic electronics demonstrations and lectures in the college laboratories.

In addition to the several mobile radio stations to be apportioned to armories throughout the 13th ND, smaller units will have light equipment which may be readily transported to the scene of any emergency which arises. During the organizational phase, electronics training dealt primarily with communications, since that type of equipment was the first to be installed.

Electronic warfare company 14-1 was organized in the 14th ND in early November, 1946, and weekly meetings are now being held in the Naval Reserve armory, a former net and boom building with an overhead crane which has proved useful in moving heavy transmitters.

A fine library of technical books, instruction courses and other literature has been established and has reached nearly the size of a regular shipyard electronics library. The laboratory has bench space to accomodate forty men and is wired with jacks for code practice for radiomen and with suitable power for electronics work.

Plans are under way to establish electronics units on all the major islands in the Hawaiian group, and an inter-island network will provide communications during a disaster.

Authority has been granted to set up three Naval Reserve, electronic warfare platoon radio stations in the 17th ND, Alaska, and these stations will form a valuable link with the Hawaiian Islands and the mainland.

Throughout the nation, electronic warfare Reservists train with the full knowledge that theirs is a fast-moving, highly progressive program. By keeping abreast of new developments while maintaining their own proficiencies, they help protect the future of their country.

OUR UNDERWATER



VERSATILE divers demonstrate walking and (below) welding technique.

THE Navy's copper helmet crew has blown a lot of compressed air bubbles, burned many an arc torch—and learned *plenty* of underwater savvy—since the early 1912 deep diving tests from USS *Walke* in the muddy waters of Long Island Sound.

Trodding the ocean floor in a thin suit of sheet rubber and cotton quill, where 400,000 pounds of pressure grip a body at 440 feet, Navy divers face split-second challenges in rugged submarine rescue and salvage operations.

The Navy's answer: strict physical and mental requirements, rigid training and continual research to improve equipment.

Diving is arduous and hazardous work, but not quite as dangerous as you may have pictured it. Through tough courses, in which safety precautions are emphasized, the Navy teaches its volunteer students how to act, think and work under water.

There are at present four types of divers in the Navy: (1) Master divers and (2) divers, first class, receive their initial training at the Deep Sea Diving School located in Washington, D. C.; (3) Salvage divers are trained at the Navy Salvage Training and Diving School at Bayonne, N. J. (This school was formerly located at Pier 88 in New York where students used the broken hulk of the ill-fated *Normandie* for homework.); (4) Divers, second class, are qualified within the Fleet, ordinarily on board submarine rescue vessels.

Qualified master divers and divers, first class, are trained and permitted to dive down to 300 feet. Divers, second class, are prohibited from diving to depths in excess of 150 feet.

Eligibles for diving training are selected from volunteer boatswain's mates, gunner's mates, shipfitters, carpenter's mates, machinist's mates, torpedomen and pharmacist's mates, preference being given to shipfitters having experience in arc welding.

Prior to acceptance, each candidate must pass a rigid physical examination. The most desirable age for training is from 20 to 30. Prospective divers should be of the phlegmatic or quiet, unexcitable type.

Divers should be mentally as well as physically fit; the type of work performed often requires quick, accurate judgment and initiative—traits of above-average mentality. Should any of the applicants suffer from claustrophobia, they are immediately rejected regardless of how physically fit they may be. In other words you have to be in top-notch form to become a diver.

Pressure diving is one of the first things the student learns. In recompression chambers, he undergoes tests to see how well he can withstand pressure for equalization of the ears and sinuses.

Another test is to breathe pure oxygen for half an hour at pressure equal to a 60-foot depth to test the student's reaction to oxygen poisoning. Oxygen poisoning has no serious effects upon the body. It is temporary and causes only nausea and physical discomforts.

Since most diving operations are conducted in dirty and muddy water, it is expected that student divers should be trained accordingly. When the student first puts on his diving suit he is sent down into shallow water to learn how to walk and move about on the bottom. Various types of equipment, such as ballast tanks, pipes and flanges, are sent to the bottom for the diver to take apart and reassemble.

Experimental torpedoes and mines are sunk. The diver learns to locate and retrieve them.

To assist the diver working in dark waters, diving lights have been developed. One such light consists of a 1,000-watt lamp designed to withstand pressure met at 500-foot depths.

The diving suit is a complicated affair. All students must be thoroughly familiar with its intricacies before they are permitted to make actual dives. The diving outfit with all its accessories weighs over 200 pounds; it costs about $1500. Periodically examined for defects, the diving gear is patched and repaired by student divers.

While being supplied with normal



SAILORS

compressed air, the diver can reach depths of 300 feet, but he will find himself reacting strangely. His mind becomes dull and there is a noticable lack of coordination of mind and muscles. However, the diver breathing an oxygen-helium mixture will encounter no difficulties in breathing at depths of 300 feet.

The U.S. Navy has been the leader in developing the oxygen-helium mixtures for use in diving. Many difficulties have been encountered but in dives over 300 feet the oxygen-helium mixture has proved the best. However, since helium is a conductor of heat, and tends to lower the temperature by rapidly dissipating natural body heat, compressed air is more practicable in depths less than 250 feet.

The best working areas for divers are depths not exceeding the 150-foot mark. In such depths the divers can work freely and will not encounter lack of muscular coordination that occurs when working in deeper water.

The record depth reached at sea by a U.S. Navy diver using the oxygen-helium mixture is 440 feet. At that depth the diver was engulfed with 196 pounds pressure per square inch, or a total pressure of approximately 400,000 pounds. While using a tank, depths of 500 and 501 feet have been reached at the Deep Sea Diving School at Washington, D. C.

Diving involves many hazards, but accidents can be held to a minimum with first-class safety precautions.

One of the things that can go wrong is for the air flow to the diver to stop and subsequently suffocate the diver.

Just the opposite may also happen. The air-exhaust valve on the helmet may cease to work. Air pumped from above accumulates inside the suit and turns it into a balloon. The unfortunate diver will rise helplessly toward the surface. As he ascends, the air pressure inside the suit increases due to the lower water pressure outside. If this is not checked in time, the diving suit will burst and the diver may drown, trapped in his 200-pound suit.

Should the diver descend too fast he may be crushed to death. This is called the "squeeze." Air to the diver cannot be pumped fast enough to counteract the water pressure. Water forms a tight vise around the chest, and if the diver continues to descend the result will be fatal.

The most common danger among divers is compressed-air illness, the "caisson disease" or "bends." Sudden reduction in pressure, such as occurs in a too-rapid ascent to the surface, is the cause.

The cause of compressed-air illness is excess gas absorbed into the blood and tissues, being liberated in the form of bubbles during or after inadequate decompression. In normal air, this gas is chiefly nitrogen. In synthetic air, it may be helium, hydrogen, or any other inert gas used as a substitute for nitrogen.

Symptoms of "bends," such as a rash on the arms or pain in the joints, will usually materialize a few minutes after an inadequate decompression, as a rule during the first hour. Symptons have, however, been known to be delayed 15 hours or longer.

The only remedy is recompression, followed by adequate decompression, supplemented as necessary by the substitution of synthetic atmosphere for normal air for breathing purposes. As soon as symptons of the "bends" appear, the diver immediately is placed in the recompression chamber and recompressed.

Before a diver goes beneath the surface to work on a project, he must first know how to perform a similar job topside. Therefore, every diver is taught to use an oxygen-hydrogen torch and electric torch used in underwater burning and welding. In shops, wearing diving gloves, they learn to handle burning and welding tools. The future diver gets the "feel of the tools" he will eventually use when performing underwater work. In addition to learning the theory of welding, the future divers must also become thoroughly familiar with elementary electrical circuits.

Although most sea-going sailors are familiar with first aid and rescue breathing apparatus, divers must have better than average knowledge of these subjects. In using diving pumps, the diver must have a working knowledge of practical computation of air supply and equipment.

The primary objective of deep-sea diving is submarine rescue. For this work the Navy has developed a submarine rescue chamber, popularly called the "diving bell." It was this "diving bell" that was used to rescue 33 men from the submarine *Squalus* sunk off Portsmouth, N. H., 23 May 1939.

The submarine rescue chamber is a steel structure about 11 feet high and weighing approximately 18,000 pounds. It is pear-shaped in structure. Because of this, its bottom duplicates the action of a suction cup



SUNKEN ships, cargoes and treasures were salvaged by more than two thousand five hundred expertly trained Navy salvage divers during war.

Trodding the Ocean Floor Navy Divers Overcome Dangerous Hazards to Salvage Sunken Ships, Cargoes and Treasures





STUDENT divers first enter shallow water (left). They learn use of oxygen mask in recompression chamber (right).

when the chamber is placed over the escape hatch on a submarine.

The "diving bell" has three divisions: the upper compartment, the lower compartment, and the ballast tank.

The upper compartment houses all control apparatus, and can carry six to eight men. The "bell" is operated by a crew of two qualified divers. As the chamber descends and ascends, proper pressure is kept inside the upper compartment to conform with the outside depth pressure.

The lower compartment contains the downhaul cable and reel which is secured to the submarine escape hatch. This compartment has a capacity of about 3,000 pounds of water. Lead ballast placed at the bottom of the ballast tank gives the chamber a positive buoyancy of 1,000 pounds, which permits the chamber to float freely surfaceward.

Salvage diving reached its peak during the war when more than 2,500 divers were used to salvage ships and cargoes sunk in Allied and occupied harbors (see ALL HANDS, Feb. 1947, p. 8).

Salvage diving is hard work. The diver must be constantly on the alert for jagged holes in the sunken ship he is examining. He must watch his air hose and guiding lines so they will not get entangled in the cables he is slipping under the foundered ship.

Such salvage operations are constantly being conducted throughout the world wherever the Navy has a base. No doubt many strange things will be discovered in King Neptune's domain before the Navy divers complete their rugged assignments. From Manila Bay, Navy divers have recovered more than $3,500,000 of silver (see ALL HANDS, December, 1946, p.

The salvage operations that probably contributed the most to our war effort was the recovering of our sunken fleet at Pearl Harbor. Immediately after the infamous attack on 7 December 1941, salvage divers went to work in retrieving the smoldering and sunken hulks of our main Pacific fleet. Due to the success of this important salvage operation, the fleet that the Japs once thought they had defeated came back to strike the Mikado's flag from the seven seas.

Divers do duty in destroyer tenders (AD), repair ships AR), submarine tenders (AS), submarine rescue vessels (ASR), auxiliary repair docks (ARD), torpedo and at mine testing activities, submarine bases, naval operating bases and aviation activities. First class divers are requalified every six months by making at least four dives to the depth of 150 feet.

Diving is a fascinating job filled with danger and excitement. It is not a job for cream-puffs. It requires "iron men" with cool heads and strong bodies—that's why the best divers in the world are U.S. Navy divers.

HOW DID IT START?

Figureheads Protected Ships from Storms

Just when the custom of figureheads originated research does not disclose.

However we do know that the ancient Phoenicians, Egyptians, Carthaginians, Greeks, Romans and Norsemen placed images of animals and great leaders over the prow of their warships. These figureheads were supposed to ward off the furies of the gods of storms.



The Constitution, "Old Ironsides," originally had a figurehead of Hercules. Later Andrew Jackson's figure in wood was placed there, and in some mysterious manner the head was sawed off by a Navy yard clique of opposite politics. The Constitution later carried a carved scroll.

One of the most famous figureheads in history is the "God of 2.5" who is better known as Tecumseh. This famous replica of the original now adorns the grounds of the U.S. Naval Academy.

This stern Indian chief's real name was Tamanend and he was the celebrated leader of the Delaware Indians. His wooden image was used to decorate the old proud ship of the line USS Delaware.

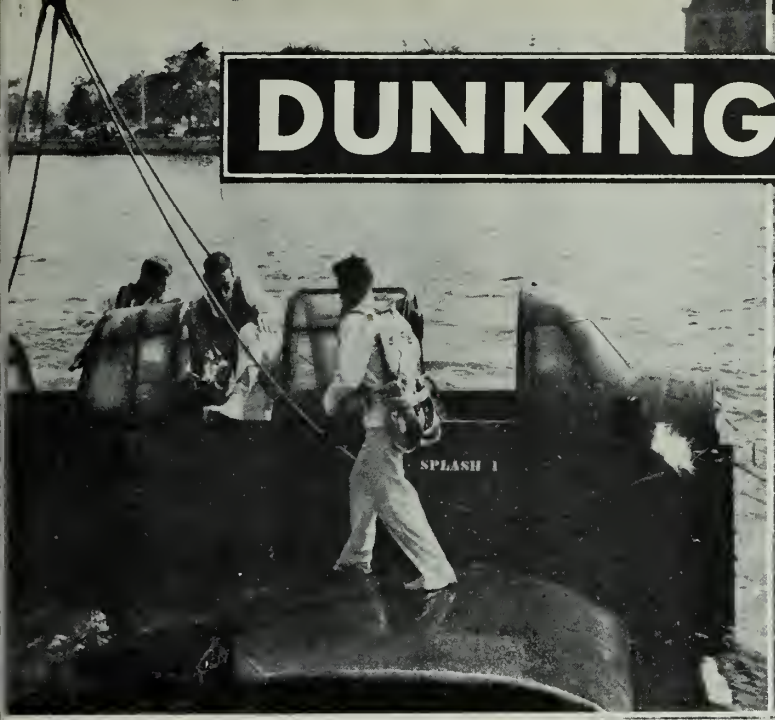
To preserve this fine old relic of sail and tradition the Naval Academy class of 1891 donated the necessary funds to duplicate this wooden figure in bronze, and with appropriate ceremony left it as a "patron saint" to the midshipmen. In the late 20s this bronze figure replaced the wooden one on the grounds of the Academy.

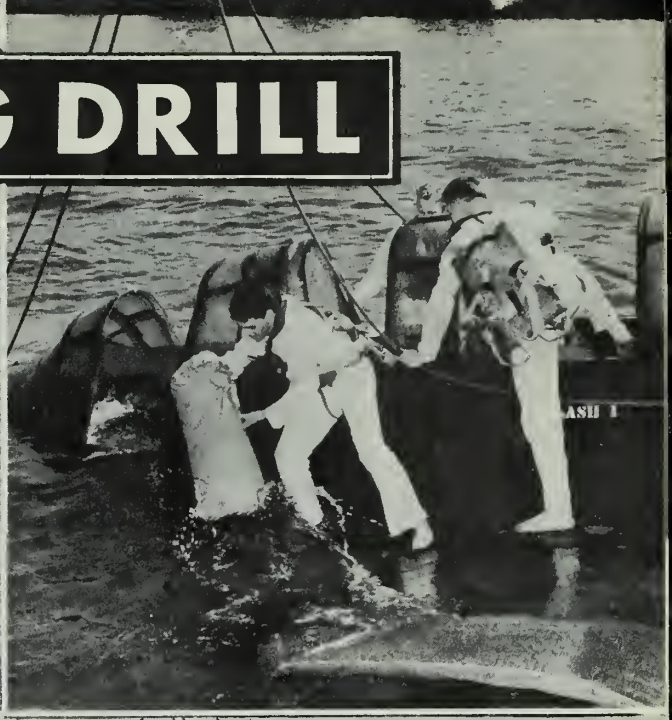
Figureheads and shields in some cases were used as late as 1909, but in most cases were removed prior to the new instructions for painting ships late in 1908. At this time white hulls were ordered to be painted a slate grey.

With the passing of the clipper ships, the aristocrats of the sea, figureheads also vanished.

Today, once again, this ancient custom is being revived on some of the newest yachts.

DUNKING DRILL

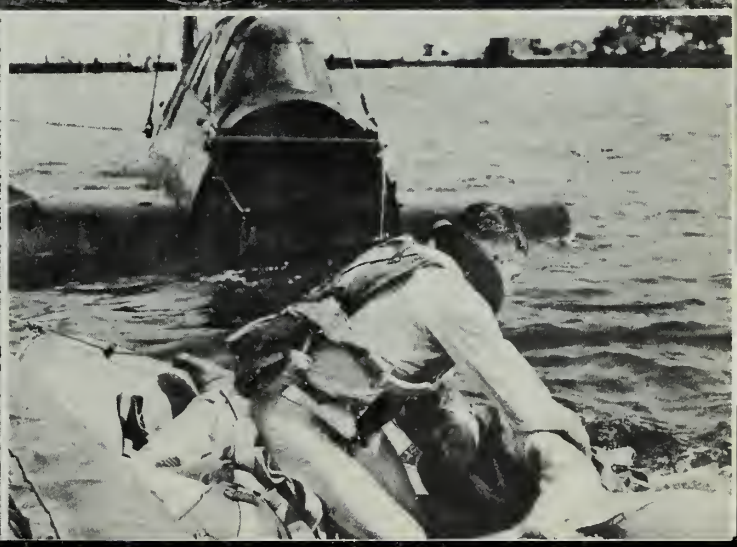




DUNKING DRILL is the name for this unique exercise given at the Naval Academy by the Department of Aviation. In this series of pictures, third classmen go through the steps which teach them the fastest method of escaping from a sinking plane. Upper left: Midshipmen climb aboard in preparation for the drill. Upper right: Out of the sinking plane they come, tossing their life raft out ahead of them. Right: Practice dives teach the middies how to clear the plane. Lower left: Another view of the diving drill. Lower right: Midshipmen are helped aboard life craft after 'escape.'







VICTORY TO ALERT NAVY

"Remember the Maine!"

That was the battle cry as our Navy won a quick and decisive victory in the Spanish-American War.

With the burning desire to avenge what was thought to be the unmerciful and treacherous killing of the 266 men of the ill-fated battleship *Maine*, the Navy erased most effectively the Spanish armada from the seven seas. In the Philippines, Admiral George Dewey became the Hero of Manila by destroying Rear Admiral Montojo's Spanish squadron, and capturing the city (see ALL HANDS, January 1947, p. 16). In the Cuban waters, the fleet commanded by Acting Rear-Admiral William T. Sampson battered coastal positions, and conducted an effective blockade that eventually led to the defeat of Rear-Admiral Cervera's squadron.

War with Spain seemed inevitable because of the Spaniards' constant disregard for laws of humanity and rights of American citizens during the Cuban uprising which broke out in 1895. When the unwarranted sinking of USS *Maine* occurred public opinion in the United States reached the boiling point. Finally on 25 April 1898 war was declared.

During a lull before the storm USS *Maine* was sent to Havana by arrangement of the two governments. In reviving the traditional naval custom of exchanging friendly ships a Spanish cruiser was ordered to New York.

Although official greetings and salutes were exchanged upon the *Maine's* arrival on 25 Jan 1898, her presence in Havana harbor was cooly received. Two days before the explosion, a crude drawing of an exploding battleship on the side of a building had been noticed. The feeling of hatred was running high. Every precautionary measure had been taken by the *Maine* and an alert and doubled watch had been established throughout the ship.



SINKING of USS Maine on the night of 15 Feb 1898 led to war with Spain.



EXPLOSION sank battleship Maine, killing 266 sailors in Havana harbor.

Everything was peaceful and quiet on the night of 15 Feb 1898 in Havana harbor. The water was calm and the only visible movements were those of the sparkling lights from the city and ships moored in the harbor. As the men of the *Maine* turned in for the night the tropical heavens cast a blanket of darkness overhead.

Suddenly—at 2140—a flashing devastating roar, pierced the stillness of the night. The *Maine* seemed to rise out of the water in midst of destruction and disintegration. Cries and moans of wounded and dying men chilled the tropical air. It was a horrible and savage night — destructive in force, treacherous in motive.

The lives of 266 American sailors were lost. The gallant battleship was forever lost to the Navy, resting broken and destroyed in the mud at her anchorage in Havana harbor.

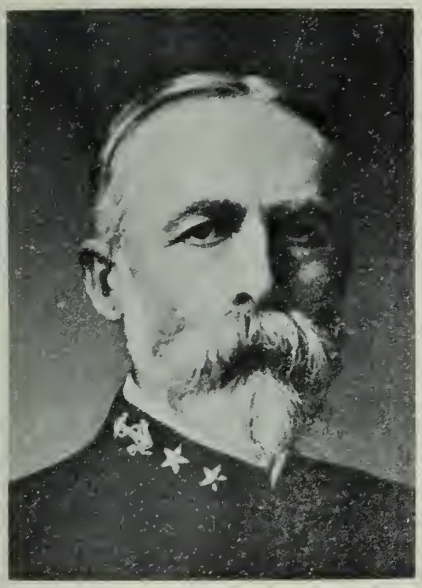
Although a court of inquiry and other investigating bodies declared that the *Maine* had been "destroyed by the explosion of a submarine mine," to date no one is fully certain what caused the savage and unwarranted destruction of the *Maine*. However, the American people's patience had been completely exhausted and war became imminent.

When war did break out the Fleet was in full readiness, stripped for action. Near Hongkong Admiral Dewey had diligently prepared his squadron for battle. When the order to commence shooting was given he sailed for the Philippine Islands where he annihilated the Spanish Asiatic squadron.

In the Atlantic, Capt. William T. Sampson was promoted to Acting Rear-Admiral, and relived Rear-Admiral Sicard of the command of the North Atlantic Station.

Immediately upon the outbreak of war, Sampson wanted to take his force and strike hard upon the Cuban capital, Havana. His object was to destroy the city's defenses, permitting an easy capture and occupation for the Army. However, this plan did not materialize, because the Navy Department vetoed it. The Army was not prepared for such an operation, and the Navy Department was fearful that the land batteries guarding Havana might inflict serious material damage to the attacking Fleet. Instead an intense blockading program was inaugurated.

In addition to conducting a successful blockading program, the Fleet in the Atlantic was on constant alert for the Spanish squadron under command of Rear-Admiral Pascual Cervera. This squadron was assembled at Cape Verde Islands which belonged





BLOCKADING force of Rear Admiral Sampson routed Spanish armada. Oregon crew members cheer their victory.

to Portugal. Because of Portugal's neutrality it would be necessary for Cervera's squadron to leave and seek shelter elsewhere. General speculation was that Cervera would sail his squadron westward to Puerto Rico or Cuba. Sampson's job was then to intercept and destroy this Spanish armada.

Communications were pretty bad in those days and many opinions and decisions were formed on rumors. These rumors had it that Admiral Cervera's squadron was headed for the east coast where he would make bombardments on our eastern seaboard installations and cities. Public fear of such an attack necessitated the presence of another squadron of the Atlantic Fleet, the "Flying Squadron" commanded by Commodore Winfield Schley. Admiral Sampson had often asked that the "Flying Squadron" be added to his blockading force around Cuba and Puerto Rico, but because of the needless alarm he had to do without this force for some time.

Another rumor had it that Admiral Cervera's Spanish squadron was headed toward the South American coast to intercept USS Oregon that was circumnavigating South America. The *Oregon* had been ordered by the Navy Department to leave San Francisco and make a dash around the Horn to join Admiral Sampson's blockading Fleet.

Admiral Cervera, however, had never contemplated such plans. The Spanish admiral frankly admitted that he had little faith in the effectiveness of his old and slow ships. These opinions he conveyed to his superiors in Madrid, but they expected Cervera to perform miracles. On 29 April they ordered him to leave Cape Verde Islands to attack the American naval forces. The naval life of Cervera was about to come to an end. To the Latins, who adore the gesture of glorious defeats, this was to be the appropriate end to their derelict navy and the leadership of Spain.

The Spanish armada had exceptional luck in evading the wrath of the American Fleet in the Carribbean Sea. Because communications were not up to par, Admiral Cervera's squadron was able to sneak into the harbor of Santiago de Cuba on 19 May where it remained until the day of its ill-fated attempt to escape.

While in search of the Spanish squadron Admiral Sampson had taken his forces to Puerto Rico in hope of finding the enemy there. Patrolling off San Juan on 12 May, he found no trace of Cervera's ships, but decided instead to shell the city. The effect of the bombardment was negligible, but the fighting spirit of the gun crews was elevated by the gunnery practice.

In the meantime the "Flying Squadron" commanded by Commodore Schley, had been released from its unnecessary guard of the eastern seaboard. Now, together with the forces already in the Carribbean, the Navy could concentrate more heavily upon the search for Admiral Cervera's Fleet.

It was not until 29 May that searching units of the "Flying Squadron" located the Spanish Fleet, hiding snugly in the crooked harbor of Santiago. Only the masts of the Spanish ships could be seen. The infliction of destruction by long range firing was attempted but without success. Several shots were exchanged but the range was too great for accurate firing.

Cervera's Fleet was definitely holed up. There were only two things for the Spanish admiral to do: Stay in the harbor and hope for the best, or attempt a miraculous escape. The first plan would hardly be dignified since the Spaniards in Santiago had placed their hopes for victory in their Fleet. The second choice, although honorable, was actually of suicidal nature. It was obvious that Admiral Cervera's armada, once inside the harbor of Santiago, had defeated itself.

All these factors had been well reviewed by Admiral Sampson, who had deducted that his Spanish contemporary would eventually attempt to make a mad dash for freedom out the harbor. He had given all his captains explicit battle orders in case Admiral Cervera's ship should venture out. He had no fear that the Spaniards would ever escape the wrath of the American gun fire.

It was generally expected that Cervera's ships, when attempting to make their escape, would do so under the cover of darkness. To meet this challenge Admiral Sampson stationed a battleship in front of the harbor entrance day and night. At night the battleship's glaring search lights would illuminate the narrow harbor and movements by the enemy ships would immediately be observed.

Another precautionary measure considered was to sink a collier in the harbor entrance, thus sealing forever the Spaniards last means of escape.

It was decided to take the collier USS *Merrimac* to the narrowest part of the channel where she would be anchored and sunk. The risky job was to be performed by volunteers alone.

Volunteers were not hard to get. Practically every man in the Fleet volunteered but only eight were se-





DEADLY and accurate American fire made short work of destroyers Furror and Pluton under Admiral Cervera.

lected. These men, who so willingly chose to risk their lives for their country, were led by Lt.-Comdr. Richmond P. Hobson of the Construction Corps. It was Hobson, by the way, who actually originated the plan for shutting up the Dons in their hiding place by sinking the collier in the path of their escape route.

About 0300 on 4 June the dark shadow of the *Merrimac* slid gently and mysteriously toward the entrance of the harbor of Santiago de Cuba. The whole Fleet was tense, watching and praying for the success of the eight lone men who might any minute make the supreme sacrifice in order to thwart the enemy's escape. They were not expected to return.

Nearing the entrance the *Merrimac* was discovered by a Spanish picket boat that opened fire believing that it was an American battleship attempting to enter the harbor. The guns from Fort Morro Castle and the cruisers in the inner harbor opened fire at the slow moving collier. In midst of hailing rain of gunfire the *Merrimac* kept steady on her course, every man remaining staunchly at his post.

Finally the anchor was dropped, and Hobson set the helm so that the ship would swing around. However, the ship failed to respond, because fire from the beach had destroyed the rudder chain. The ship could not be swung cross-wise in the harbor entrance as was originally planned. Thus the plan for complete sealing up of the Spanish armada was not successful.

While the Spanish guns continued to pour lead toward the *Merrimac*, Hobson and his men exploded the ship. The Spanish gunners thought that they had scored a direct hit upon a sinking American battleship.

None of the eight men was hurt. Their means of escape was to have been by a whale boat they had tied to the stern of the *Merrimac*. Gunfire had completely destroyed their boat but they were saved by clinging to a float that had been placed on board the *Merrimac* for such an occasion.

All night the swimmers stayed in the water, afraid to venture toward the beach where they might be shot by Spanish soldiers. In the morning several boats were sent out from the beach to investigate, and Hobson and his men were discovered and taken prisoners.

Admiral Cervera was himself in the boat that picked up Hobson and his men. The admiral was greatly impressed by the courage and daring of the Americans, and the sturdy sailors received excellent treatment while prisoners of war.

Nothing much happened after the sinking of the *Merrimac*. The adventure had not been successful, but it had definitely given the Spaniards a thorough warning of what may be expected should they try to venture out to freedom. The vigilant blockade was continued—a tiresome and rather dreary affair.

It was Sunday, 3 July 1898—a quiet and listless morning. The American warships, with their bows pointed toward the entrance of Santiago de Cuba, tossed lackadaisically in the long ground swells. The crews on the blockading ships were making preparations for church services, an air of holiday routine had settled over the ships.

The awaiting force had been depleted by several ships. The USS *Massachusetts* and *Marblehead* had gone to Guantanamo for fuel and supplies, while USS *New Orleans* and a couple of auxiliary craft had been sent to Key West. Admiral Sampson had himself left the scene in USS *New York* to go several miles eastward along the coast to Daiquiri. Here he was to confer with the Army's Maj. Gen. W. B. Shafter, in regards to a combined operations against the enemy forces in Santiago. The absence of Admiral Sampson left Commodore Schley in USS *Brooklyn* in charge of the remaining American ships.

Although smoke had been noticed in the harbor during the morning, not much attention was given it. Smoke had appeared many a time before without any subsequent incidents. This day, however, the smoke had fire to it.

At 0935 the hoist "The enemy is trying to escape" was run up on USS *Brooklyn*, *Texas*, *Iowa* and *Oregon*. Among other U.S. ships awaiting the opportunity to pounce upon the enemy were the battleship *Indiana*, and the armed yacht *Gloucester*. General quarters was sounded, and men who had been preparing for Sunday services ran cheeringly toward their battle stations.

Finally Admiral Cervera had decided to attempt his escape!

Though he knew that defeat was the inevitable result, Cervera had put his squadron to sea. Not because he wanted to, but because the officials in Madrid had ordered him to leave Santiago. What happened subsequently was not a fight, but a futile flight.

Rushing out of the harbor came first Admiral Cervera's flagship, the *Infanta Maria Teresa*. Other ships of his squadron followed closely behind. Once clear of the harbor entrance the

Superiority of American Ships and Guns Brought Defeat to Spanish armada, Establishing U. S. as one of World's Naval Powers

Teresa turned westward down the coast.

Eight and 5-inch guns opened fire first from USS *Brooklyn*, which headed with full speed toward the Spaniard. Other ships in the blockading force fell into line and opened fire on the fleeing enemy as his ships emerged from their nest.

Cervera concentrated his fire upon the *Brooklyn* at the short range of 1,500 yards. He was assisted by the Spanish shore batteries, but the enemy's fire was not accurate and did little or no damage.

The American sailors' firing was excellent.

"Fire deliberately and don't waste a shot," was the order given by Commodore Schley. Say no more—the order was complied with smartly.

First to come out of the harbor, the *Teresa* was the first to succumb. Deadly shells rained about her from the *Brooklyn* and *Texas*. One shell exploded in the admiral's cabin, and set the after part of the ship on fire. The engine room was put out of commission by the accurate fire of the *Texas*, killing every man below. Gunners were driven away from their stations as the ship was riddled with heavy gunfire. To fight back was futile, and the *Teresa* was run aground with the white surrender flag flying from the yardarm.

Meanwhile the *Iowa* had taken another enemy cruiser, the *Almirante Oquendo*, under fire. The *Oquendo* was peppered with shells, fore and aft, but she still kept on going. Soon she drew ahead of the *Iowa*, but was immediately brought under heavy fire from the *Oregon*, *Indiana* and *Texas*. Soon she was finished as a fighting unit, bursting into a sheet of flame. Within less than half an hour after they had left the harbor, the *Teresa* and *Oquendo* had been turned into blazing wrecks, dying on the beach.

The *Vizcaya* had made an effort to ram the *Brooklyn* with the hope that the *Cristobel Colon* might make a successful run for freedom. That didn't materialize however, because the *Brooklyn* evaded the *Vizcaya*, and poured hot lead into the fleeing Don. The gunfire from the *Vizcaya* went wild, and soon she found herself at the mercy of the Yanks after the *Oregon* had silenced her guns. At a point 20 miles west of Santiago harbor, the *Vizcaya* ran ashore and blew up.

The fastest of the Spanish cruisers, the *Cristobal Colon*, was still afloat and heading with full speed away from the scene of battle. When the *Vizcaya* hauled down her colors, the *Colon* was six miles ahead of the *Brooklyn*, the closest American ship.

The chase now was confined to this single ship, which pushed steadily forward, close ashore, toward Cape Cruz. Should she be able to round Cape Cruz she might succeed in escaping the wrath of our naval might.

However, Commodore Schley headed his *Brooklyn* straight for the cape, determined to cut off the escape route of the Spanish cruiser. In wake of the *Colon* followed the *Oregon*, constantly gaining on the fugitive ship.

The chase had continued for a couple of hours, and at 1250 it was decided to put the squeeze on the enemy. The *Oregon* fired one of her 13-inch guns, and the shell plunged into the water close behind the *Colon*. The next shell fell ahead of the fleeing ship. The *Brooklyn* opened up with her 8-inch guns and scored direct hits. Both ships kept pounding away at the Spanish cruiser which returned an ineffective fire. The speed of the *Colon* was being reduced, and at 1320 she headed for the beach, striking her colors in surrender. Forty-five miles beyond her starting point ended her flight. The *Colon* had not been seriously damaged, but became a loss when the crew opened the sea-valves and scuttled her.

While the *Colon* was being chased the armed yacht, USS *Gloucester*, under the command of Lt. Harry P. Wainwright, had made short work of the Spanish destroyers, *Furror* and *Pluton*. Remembering the boys of the *Maine*, in which he had served during the Havana explosion, Wainwright had his gunners pour a hail of burning lead into the enemy ships so effectively that they sank without returning any effective blows.

The most valuable lesson learned from the Spanish-American War was the effective advantage resulting from an alert and well-prepared navy. Spain had a navy—one of the best in Europe—but it was not prepared and organized for the grind of battle.

The war with Spain was short, but it firmly established the U.S. Navy as one of the formidable navies in the world.





BLAZING wreck, Spanish cruiser Oquendo (right) suffered defeat to ships commanded by Commodore Schley (left).

LETTERS TO THE EDITOR

Medical Care of Dependents

SIR: Can a Navy man get reimbursed for civilian doctor and hospital bills paid for medical care of his dependents?—F. P. H., CPHM, USN.

● *No. The Navy will not assume responsibility for costs of medical attention or hospital care except where naval facilities are used. Para. 418.1, Manual of the Medical Department, provides, "Dependents of naval personnel shall be provided out-patient service at naval hospitals, dispensaries and other Medical Department activities where facilities for such service exist." Hospitalization for dependents, authorized by Public Law 51, 78th Congress, is not free, but paid at rates prescribed by the President. (See* ALL HANDS, *June 1947, p. 59).*—ED.

Hat Covers and Dungarees

SIR: What type hat cover should be worn by CPOs and officers when dungarees are worn?—V. G., CY, USN.

● *Since dungarees are a working uniform, the khaki or gray cap cover would be appropriate for officers, CPOs, cooks and stewards to wear with them. Enlisted men other than CPOs, cooks and stewards would normally wear either the white hat or the watch cap, depending on weather conditions.*—ED.

Recognition for Tasks Performed

SIR: Read with great interest your feature, "*The Fleet Keeps In Trim*" (ALL HANDS, May 1947, p. 2), but was disappointed in not seeing our ship, USS *Bairoko* (CVE 115), listed with those named as having participated. It's quite true that we operated only with a replenishment group, but we know that no ship of the Fleet operated under a heavier strain of personnel losses, so we think it only fair that we gain some recognition for the tasks our ship performed.—C. C. T., RM1, USN and F.W., SM2, USN.

● *Emerson said: "The silence that accepts merit as the most natural thing in the world is the highest applause."*—ED.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

Naval Reserve Button

SIR: When I was released to inactive duty, I did not get a Naval Reserve button. How can I get one now?—P. S., Lt., USNR (Inactive).

● *You may request a Naval Reserve button from your district commandant.* —ED.

First to Shell Jap Mainland?

SIR: What ship was the first to shell the Japanese mainland?—H.B., CBM, USN.

● *Although it is possible that a submarine might have shelled parts of the mainland earlier, the first official shelling of the Japanese mainland was accomplished by ships of Task Force 38/58 on 14 July 1945. It is impossible to determine which ship in the force actually did the first shelling.*—ED.

Academy Service

SIR: Is there any legislation pending that would authorize academy service for pay and retirement purposes?—F. O. I., Cdr., USN.

● *Yes. A bill introduced into the Senate, S. 657, (see* ALL HANDS, *April 1947, p. 20), would credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement. When further action on the bill has been taken it will be reported in the Legislative Roundup section of* ALL HANDS.—ED.



USS BAIROKO—Participated with replenishment group during Fleet maneuvers in the Pacific.

Aviation Specialty Mark

SIR: Is a person who is authorized to wear the aviation general utility specialty mark while attached to the air department of a carrier, permitted to wear the mark after he is transferred from the carrier to a non-aviation command?—H. P. M., Y2, USN.

● *No. Art. 8-7, Uniform Regs, 1941, states that in order to be eligible to wear the aviation utility distinguishing mark, a man of any rating other than aviation branch must be attached to and serving in the aid department of carriers for a period of not less than three months under operating conditions. Eligibility to wear the distinguishing mark automatically ceases upon the man's transfer to other duty.* —ED.

RCN Time Doesn't Count

SIR: I spent five years as GM2 in the Royal Canadian Navy. Does this service count for (1) longevity? (2) the wearing of a hashmark? (3) the rate of S1?—R. P., S2, USN.

● *Sorry. Time served in the Royal Canadian Navy does not in any way affect your service in the U. S. Navy.*—ED.

Ships' Names on Flat Hats

SIR: While in Europe I noticed that enlisted men of the British and French Navies wear the name of their ship on their flat hats. Is the U.S. Navy planning to do this too?—M. A. G., COX, USN.

● *No. The Navy Department does not contemplate changing present regulations relative to the wearing of U.S. Navy cap bands on enlisted men's blue hats.*—ED.

Ex-Coasties in Naval Reserve

SIR: I read recently that ex-Coast Guardsmen now may be enlisted in Class V-6 of the Naval Reserve in the rating which they held upon separation from the Coast Guard. That's swell for those joining V-6 now, but how about those ex-Coast Guardsmen who enlisted in V-6 previously and had to go down to pay grade 5 from a higher grade?—J. P. M., S1, USNR (Inactive).

● *Changes in rating for former Coast Guardsmen who enlisted in the Naval Reserve as S1 or STM1, although they held higher ratings in the Coast Guard, were authorized by NRMAL 48-46. You may get your old rate back by a request to your district commandant, if the rate is included in the current Navy rating structure. Personnel who held Coast Guard ratings not included in the current Navy rating structure should forward their requests via official channels to the Chief of Naval Personnel (Attn: Pers 67).*—ED.

Abbreviations

SIR: Since the abbreviations for the Personnel Accounting System have been changed from, for example, S1c to S1, is the word class also dropped when writing the record of proceedings on general courts-martial? In other words, should the record read seaman first, or seaman, first class?—M. C. M., Y1, USNR (V-6).

• *Seaman, first class is correct. When the change was made, only the abbreviation for the rate was shortened, the actual name of the rating was not.*—ED.

Homestead in Alaska

SIR: I expect to be discharged from the Navy in a few months and would like to know how I may apply for a tract of timberland in Alaska under the Veterans' Homestead Act. Can I obtain an option for a long period of time? If so, how long?—R.S.V., CMM, USN.

• *For full information on obtaining land in Alaska under the Veterans' Homestead Act, write to the Director, Bureau of Land Management, U. S. Department of the Interior, Washington, D. C.*—ED.

Appointment to Warrant

SIR: Is it possible for a CPHM to apply for appointment as pay clerk? If so, what are the qualifications necessary and the procedure and references needed?—J.F.T., CPHM, USN.

• *No, not at the present time, as appointment to all warrant grades is temporarily suspended. When nominations for warrant rank are reopened, detailed requirements and instructions will be publicized by BuPers.*—ED.

Reenlistment in Rate

SIR: I was discharged as ST2 on 18 Dec 1945. I was reenlisted 15 Mar 1946 as STM1. Should I have been reenlisted as ST2?—D. R., STM1, USN.

• *That depends. If you were rated ST2, USN, when you were discharged (and, of course, in that case your discharge would have occurred as a result of expiration of enlistment, because USN personnel were not included in the point system for discharge), then you should have been reenlisted in the same rate, since your reenlistment occurred within three months of discharge and thus qualified you for continuous service benefits.*

If, on the other hand, you were rated ST2, USNR or USN-I, when you were discharged, then your enlistment in USN as STM1 was correct. Instructions in effect at the time of your enlistment in USN provided for enlistment or reenlistment of USNR or USN-I personnel, who served on active duty during World War II, in the rating held at time of discharge, only if the rating was open to enlistment or reenlistment. Certain specified ratings were not open. It happens that STM1 was the highest rating open in your rating group on 15 Mar 1946 for former USNR or USN-I personnel who previously held ratings as STM1 or higher.—ED.

Praise for PTS

SIR: A lot has been mentioned about ships of the Navy and their war experiences, but the PT boats seem to have been missed. Many ex-PT men would be pleased to see something devoted to these ships, for instance a story in ALL HANDS. —R. S. N., COX, USN.

• ALL HANDS *summarized the PTs' wartime exploits in a feature article, appearing in March 1946, p. 24.*—ED.

Questionnaire for Reservists

SIR: (1) Should an officer of the Naval Reserve who has received a college or professional degree since release from active duty report this to BuPers? (2) If so, is documentary evidence necessary? (3) Is it possible for an officer who is classified as a deck officer to transfer to Naval Intelligence while on inactive duty? — G. H. R., Lt. (jg), USNR (Inactive).

• *(1) An officer qualification questionnaire (NavPers 319) will be mailed to all inactive Reserve officers in the near future. On this you will report any education you may have acquired since your release to inactive duty. (2) Yes. (3) You should submit requests for any change of classification to BuPers (Attn: Pers 313), giving your reasons and qualifications for requesting such change.*—ED.

Computing Longevity

SIR: Is the 31st day of a month used in computing longevity for pay purpose? The personnel officer here insists on using the 31st day of a month in computing this time and I contend that in accordance with Articles 2142-2, 2143-2 and 2140-13 (c) and (d) of BuSandA Manual, time computed must be on a 30-day month regardless of whether it is February, March or any other month. Say a man reenlisted 30 Sept 1946 and had two years, five months and 22 days previous service. When will he complete three years' service for pay purpose?—W. C. C., CY, USN.

• *You are correct. Longevity for pay purpose is computed on a 30-day month basis regardless of the number of days in a particular month. If a man reenlisted on 30 Sept 1946 and had two years, five months and 22 days previous service, he would have completed three years service for pay purposes on 7 Mar 1947.*—ED.

You Hear Everything

SIR: I have heard that I am eligible for 30 days' leave for having participated in both atom bomb tests. Is this right? — J. L. O., CSK, USN.

• *Sorry, chief. You ought to keep away from that scuttlebut.*—ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month will print notices from ships and stations, which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS) and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books, published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *Colorado* (BB 45). Address: Commander Bremerton Group, Pacific Reserve Fleet, Puget Sound Naval Shipyard, Bremerton, Wash. Copies free to former crew members.

• USS *Maryland* (BB 46). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Copies free to former crew members.

• USS *Lexington* (CV 16). Address: Standard Lithograph Co., 1409 W. 11th St., Los Angeles 15, Calif. Price, $4.

• USS *Alabama* (BB 60). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, $3.

• USS *Essex* (CV 9). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, $5.75.

• USS *Yorktown* (CV 10). Address: Mr. Robert Brandt, Al Paul Lefton Co., 521 5th Ave., New York City 17, N. Y. Price, $5.

• USS *Bunker Hill* (CV 17). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, $5.

• USS *Quincy* (CA 39). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, $3.

• USS *Hancock* (CV 19). Address: Sterling Engraving Co., 1417 Fourth Ave. Bldg., Seattle, Wash. Price, $4.

• USS *Biloxi* (CL 80). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, $1.50.

• USS *Belleau Wood* (CVL 24). Former crew members who have not received copies may address: James I. Carson, Y3, Alameda Group, Pacific Reserve Fleet, NAS, Alameda, Calif.

• *43d Naval Construction Battalion.* Former members of this battalion who have not received copies of the souvenir book may address: Alan F. Williams, 2356 Las Lunas St., Pasadena 8, Calif.

• USS *Warren* (APA 53). For information, address: Capt. W. J. Luzmoor, USMCR, 107 Central Ave. East, Hampton, Iowa.

Messing Privileges

SIR: I am serving with the Fleet Marine Force along with several other hospital corpsmen. We were wondering if a PHM3 is entitled to the same messing privileges as a sergeant in the Marine Corps. What about a PHM2?—G. G. S., CPHM, USN.

• *There is no written order concerning messing privileges in MarCorps staff NCO messes. It is the custom, however, for sailors and marines of equal pay grades to be allowed all the privileges of their ranks and rates when serving together, either ashore or afloat. Therefore, a PHM3 is entitled by custom, to the same privileges in regard to messing as a sergeant, and a PHM2 the privileges of a staff sergeant.*—ED.

Oklahoma U. at Norman

SIR: In ALL HANDS, May 1947, p. 11, you state the University of Oklahoma is at Stillwater. I believe you'll find the U. of Oklahoma is at Norman, and that the school at Stillwater is Oklahoma A. & M. —J. L. S., SK3, USN.

• *In ALL HANDS, May 1947, p. 50, we state the U. of Oklahoma is at Norman. You must be right.*—ED.

Canberra at Bremerton

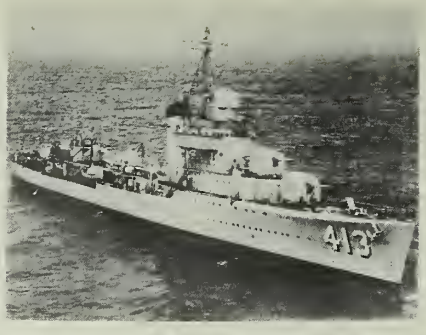
SIR: Where's USS *Canberra* (CA 70) these days?—W. S. B., Cpl., USMC.

• USS *Canberra (A 70) was placed in the Bremerton group of the Pacific Reserve Fleet on 7 Mar 1947.*—ED.

Ships with Wooden Guns

SIR: Having served on the MS *Marechal Joffre* (later USS *Rochambeau*), I enjoyed your story on the ship's wooden guns (ALL HANDS, May 1947, p. 29), but was disappointed not to see a picture of her. How about one this issue?—D. M., QM1, USN.

• *Glad to oblige, wheels. Here she is, minus wooden guns.*—ED.



USS MUSTIN—Took water down her stack in 87-degree roll during rough neutrality patrol?

Navy Service and G. I. Rights

SIR: The GI Bill of Rights states that provided you meet the basic requirements you are entitled to education or training for a period of one year plus the time you were in active service after 15 Sept 1940 and before the end of the war. The basic requirements referred to are: (a) a man must be discharged under conditions other than dishonorable, and (b) he must have had at least 90 days' active service or have been discharged due to a service incurred injury or disability.

I assume that the end of the war was on or about 1 Jan 1947. Having signed up on 8 Apr 1946, would I get three years of schooling or only a year-and-a-half? —C.B.A., S1, USN.

• *If otherwise eligible, your first 90 days' active service entitles you to 12 months' schooling. You rate, in addition, one month of schooling for each month you serve, including service during the first 90 days. If you are on a two-year hitch, you will be entitled to 36 months' of schooling under the GI Bill. The official end of the war has not been declared.*

Even if it had been, it would not affect you, as you come under the provisions of a separate law which concerns persons who enlisted between 5 Oct 1945 and 6 Oct 1946. These persons are in a special category. As far they are concerned the war does not end until the end of their enlistments, and all their service counts.

Maximum Roll

SIR: This is in reply to the letter headed "Maximum Roll" (ALL HANDS, June 1947, p. 29).

I put USS *Russell* (DD 414) in commission 3 Nov 1939 and stayed with her through thick and thin until August 1943, therefore I can give you quite a bit of dope on this type destroyer. During neutrality patrol and convoy duty between Iceland and the States, our entire squadron (DesRon 2) of nine ships experienced 50 degree rolls as commonplace rather than out of the ordinary. The *Mustin* (DD 413) made the record rolls (and still holds the record to this day as far as I know), while escorting USS *New Mexico* (BB 40) during neutrality patrol off Cape Race. As far as I can tell from an old beat-up log book I used to keep, the date would be either in a period of July-August 1941, or the specific date of 18 Nov 1941. Hazy as that may seem, here is the story:

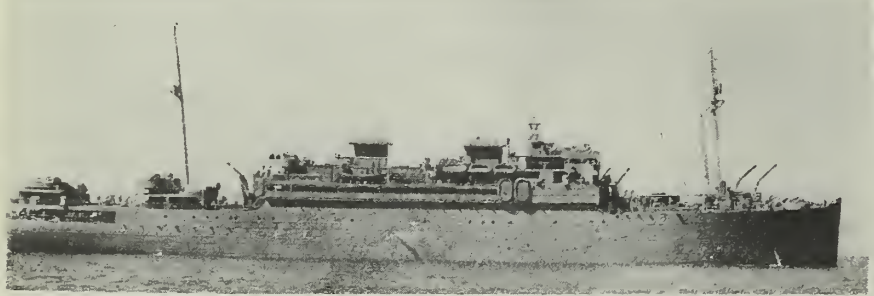
The ships in company were USS *Savannah, Philadelphia, New Mexico, Mustin, O'Brien, Walke, Sims, Hughes, Morris and Russell.* We took over convoy duty on an English convoy bound for Hallifax and for four days experienced some of the roughest weather I have seen *anywhere.* My ship (the *Russell*) held the record roll for about three hours. Ours was only 63 degrees to starboard, 72 degrees to port. The *Mustin* later reported visually (how the signalmen were able to man a light in those seas I'll never know) that she had experienced an 87 degree roll, took water down the stack and that the clinommeter had "hit the peg!" She never actually expected to recover from that roll, but due to a heavy sea hitting at just the right angle she managed to come back to an even keel.—H. M. A., S1, USN.

• ALL HANDS *took a 180 degree roll (to port) when your story hit the office, and failed to recover. But if you'll just hold this issue upside down, and read it standing on your head, you'll never notice the difference.*—ED.

24-Hour Clock

SIR: I've been wondering about the Navy's use of the 24-hour clock. I thought this system was used exclusively but my attention has been called to the fact that Navy Regs in various places uses a.m. and p.m. I would like an opinion from you on the subject and any information as to whether and when the 24-hour clock was officially adopted by the Navy.—S. P. L., Ens., USN.

• *Paragraph 3, Art. 1032 of Navy Regs, put into effect 15 July 1921, states: "The use of the 24-hour day with the time expressed as a four-figure group, the first two figures denoting the hour and the second two figures denoting the minutes, is authorized for the naval service in correspondence as well as dispatches, using the civil day commencing at midnight, expressed as 0000." In a new edition of Navy Regs, now being written, other reference to time on the 24-hour clock basis will appear.*—ED.



USS ROCHAMBEAU—Former French ship converted to troop carrier had 5-inch wooden guns

Waiving Requirements

SIR: I am writing in regard to the question entitled "Graduate or Experienced," ALL HANDS, June 1947, p. 30. You might revise your answer in accordance with BuPers Circ. Letr. 191-46 (NDB 31 Aug 1946), which states that only COs of operating units of forces afloat are authorized to waive the prescribed school requirements for advancement to SKD3.—J. H., CY, USN.

• *You're right. We didn't intend to go that far into detail in our original answer.*—ED.

Military Escort Duty

SIR: In ALL HANDS, February 1947, p. 57, you have an article on military escort duty. Since then I have been trying to locate the Alnav or official publication of final action on the subject, and as yet have had no results. Can I put in for this duty by official letter to BuPers? —E.U.O., CSK, USN.

• *No. BuPers is selecting some of the men for military escort duty from the shore duty eligibility list, while others will be assigned by district commandants on a TAD basis.*—ED.

Longest Alnav

SIR: With reference to H. D. C.'s letter on longest Alnav (ALL HANDS, June 1947, p. 29), he speaks of an Alnav that was transmitted immediately after the war. We would like to add our information to the subject.

Said Alnav was originated 10 Apr 1946. The date and time group was 100332Z/167. It consisted of 29 parts, taking five days to transmit over How Fox. It was sent on How Fox NR 1715 and contained 15,793 groups.

We were wondering where H. D. C. and his "radio gang" are stationed. Any radio station's files should contain this information.—D. K. H., CRM; J. R. P., RM1; T. C. K., RM2; E. D. C., RM2; and R. D. B., RM2.

Mustering Out Pay

SIR: When I reenlisted in the regular Navy I received $200 mustering out pay. I had not had sea duty at that time, but have had some now. In ALL HANDS, May 1947, p. 29, you state that in a case like mine I am entitled to $100 more at the expiration of my present enlistment. On what authority is this $100 paid to me? —C. E. R., Y2, USN.

• *Paragraph 11, Section II of Mustering Out Pay Regulations, published by the Navy Department, states: "A member of the armed forces who has received mustering out pay in an amount less than $300 as a result of the completion of one period of active service is entitled to receive additional mustering out pay upon completion of a later period of active service, under conditions which authorize payment in an amount higher than that previously, equal to the difference between his total entitlement for all periods of service less payments previously received, but in no event in a total amount greater than $300.*—ED.

Ships with Four Screws

SIR: Are there any ships in the U.S. Fleet that have four screws? If so, which ones?—O. P. M., Y3, USN.

• *Yes. The following ships have four screws: All CVBs; all CVs except* USS Ranger; *all CVLs; all BBs except* USS Nevada, New York *and* Texas; *all CAs; all CBs; and all CLs except the 6,000-ton antiaircraft cruisers.*—ED.

Sailmaker Rate

SIR: A recent editorial in some Navy magazine stated that the rate of sailmaker, or sailmaker's mate, was abolished in 1921. Having served on USS *Arizona* in 1938 with a sailmaker as a shipmate, I find this confusing. His rating mark was three loops in a line.

Can you tell me just when was the sailmaker rate discontinued? I believe they were changed to boatswain ratings in 1938 or 1939.—V.R.W., CHRELE, USN.

• *Your memory is good. The rating group of sailmaker's mate was abolished by BuNav Circ. Ltr. 7-39, dated 21 Feb 1939. Under its provisions all men then holding the rating of sailmaker's mate were required to change to boatswain's mate (or coxswain) of equal pay grade before 1 July 1939.*—ED.

Wearing Submarine Insignia

SIR: Can an enlisted man wear the officer's submarine qualification insignia he earned while serving in a temporary commissioned status?—P. E. C., Y1, USN.

• *Yes. In accordance with the new 1947 Uniform Regs, enlisted personnel who have qualified to wear the officer's submarine insignia while serving in a commissioned status, may continue to wear the insignia in the same relative position on enlisted uniforms upon return to enlisted status.*—ED.

Reenlistment Allowance

SIR: Is a minority enlistment computed as four full years for pay purposes? —T.C.F., S1, USNR (*Inactive*).

• *No. A minority enlistment counts only up to the actual time served for purposes of pay, longevity and reenlistment allowance.*—ED.

Minority Enlistments

SIR: I reenlisted for four years in 1935 and extended my enlistment for three years. In August 1942 I reenlisted for another four years, but was paid only $150 reenlistment allowance for the three-year extension. Should I not be eligible for reenlistment bonus for the original four-year enlistment also? —E.F.S., SWT, USN.

• *No. Public Law 190, 79th Congress, authorized that an individual who reenlisted on or after 1 Feb 1945 could receive reenlistment allowance back to the payment of his last reenlistment alowance. Since your reenlistmnt in 1942 was prior to the enactment of this law, there was no authority to pay you reenlistment allowance for any period other than the enlistment from which last discharged.*—ED.

Medal of Honor

SIR: May the Congressional Medal of Honor be awarded to an individual more than once?—W. J. G., Lt. (jg) USNR.

• *Yes. The Medal of Honor may be awarded to a person as many times as he shall "in action involving actual conflict with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission of his command or to the command to which attached." There have been seven cases of a man being awarded the Medal of Honor more than once, but not during World War II.*—ED.

Mustering Out Pay

SIR: You answered a question for me in ALL HANDS (June 1947, p. 29), regarding mustering out pay. You said I could collect it; but here at the hospital they say I can't collect, because I'm going into the Fleet Reserve. Well, I don't want to fight, pal. I just want to know if I do or don't. $300 is $300.—J.A.K., CHMUS, USN

• *Sorry, you don't. Persons transferring to the Fleet Reserve or being retired are ineligible for mustering out pay.*

Your original letter to us raised this question: Since you extended an enlistment in May 1945, and didn't receive MOP, could you get the MOP after your next discharge when you would "go out on 20?" Well, you could, except for the fact that you're going into the Fleet Reserve.—ED.

Salvage Money

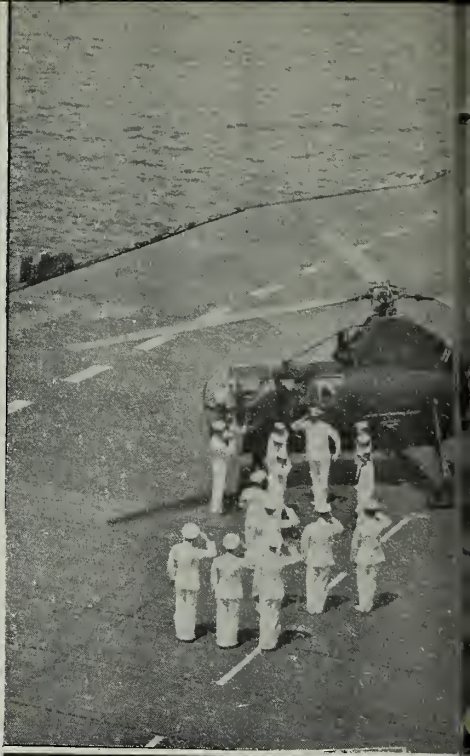
SIR: While looking over ALL HANDS, March 1947, p. 31, I came across an item of interest. It was about USS *Somers* (DD 381) and USS *Omaha* (CL 4) in regard to salvage money.

During my cruise down in the South Atlantic off the coast of Brazil, while serving aboard USS *Seneca* (ATF 91), we salvaged from the sea about 2,000 bales of raw rubber weighing about 250 to 300 pounds apiece, and that's a lot of rubber.

There were three German ships running the blockade and when sighted they scuttled their ships. We later were detailed to pick up all rubber floating in sight. It was in 1944 and I was wondering if any salvage money was coming to the crew.—A. K., CSK, USN.

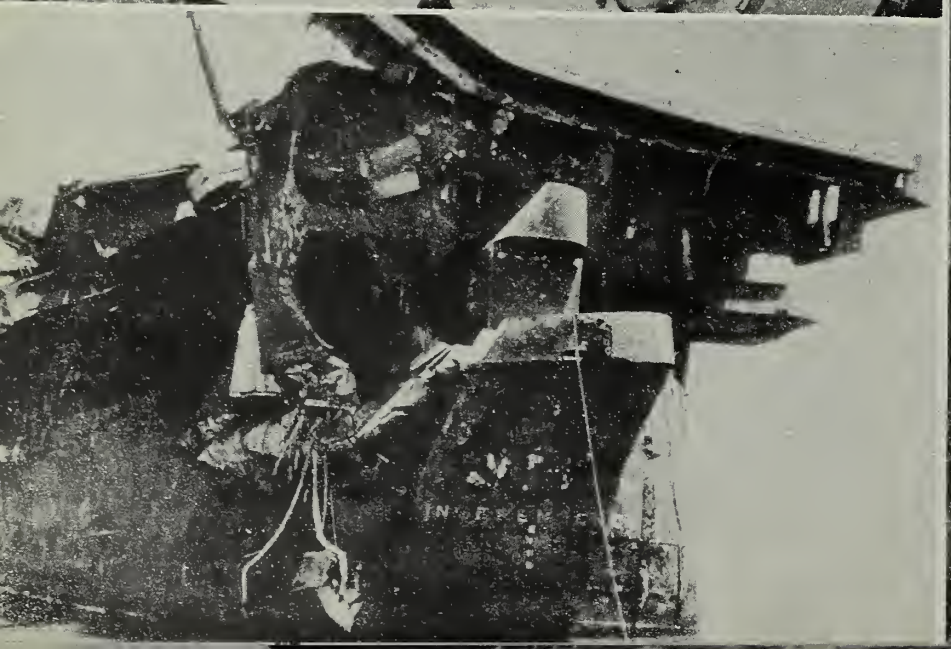
• *No. The* Odenwald *salvaging, in which the* Somers *and* Omaha *took part, has been the only case in recent naval history where the Navy has pressed for salvage rights for crews of U.S. ships. One reason for this was the fact that the salvaging occurred at a time when the U.S. was not officially at war with Germany. In your case, the situation would not be one of salvage because during 1944 we were at war with Germany. For full details on the District Court of Puerto Rico's decision regarding the* Odenwald *salvage case, see page 44.*—ED.

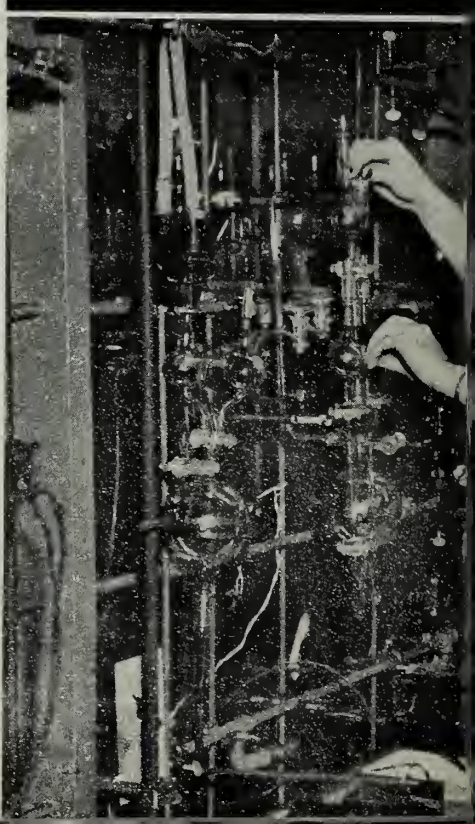


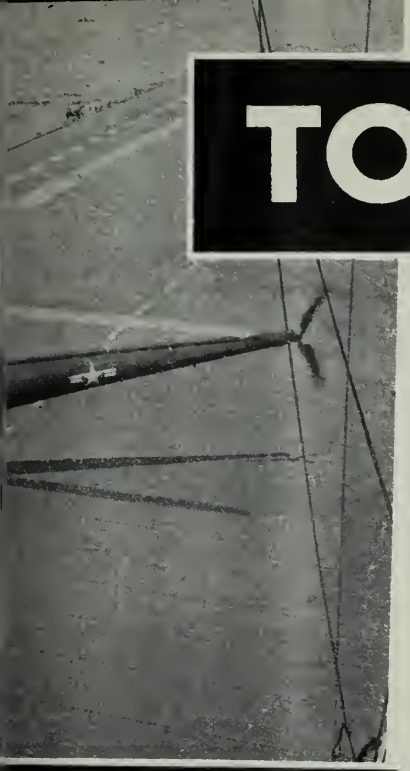


STORK overtakes Navy plane to del
F. Summers (upper left), during fligh
on USS Antietam share chow with
carrier during ship's visit to Australia
Independence rides at anchor at
of Bikini damage. Above: Rear A
piped aboard USS Randolph after
anniversary of Waves finds many st

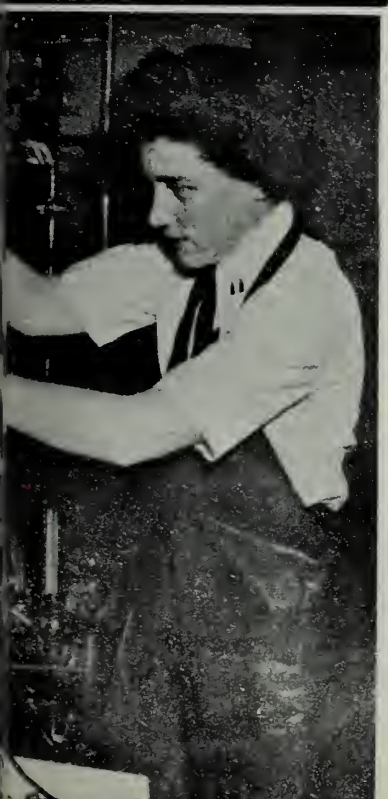








baby to CPO's wife, Mrs. James Norfolk, Va. Left center: Sailors ies before big dance on board wer left: Atomic bomb-battered Francisco awaiting examination ral Holloway, Supt., USNA, is ing in helicopter. Below: Fifth n duty in important Navy jobs.



TODAY'S NAVY

1st NAVY LITERARY CONTEST WON BY POET AND SHORT STORY WRITER

A lieutenant (jg) and a chief machinist's mate won top awards in the Navy's first literary contest, and eight other Navy men won honorable mention.

Prize winners were Lt. (jg) Arnold S. Lott, USN, who submitted a book-length poem entitled "Hits and Misses with Eric the Seagull," and Carroll E. Cain, CMM, USN, who submitted a short story, "No Plans."

Lt. Lott has served 15 years in the Navy, and was a chief yeoman when he was appointed to a wartime commission. His last duty station was NTC, Bainbridge, but he was on orders last month to report to LST 1146. Chief Cain is a veteran of 12 years' naval service, all but a few months of it in engine rooms afloat. He is currently serving aboard USS *Boxer* (CV 21).

The two winners will be given temporary additional duty orders to Washington, D. C., and subsequently to the two-week Bread Loaf Writers' Conference beginning 13 August at Middlebury College, Vt. The director of the conference, Dr. Theodore Morrison of the Harvard University English department, served as final judge in the competition. The Bread Loaf Writers' Conference is considered one of the outstanding writing seminars in the U. S. It affords an opportunity for writers to exchange thoughts and opinions and to hear lectures by established writers.



CMM Cain

The winning manuscripts were selected from 25 entries submitted by Navy and Marine Corps officers and men, including Waves and Navy nurses. About two-thirds of the entries were received from enlisted personnel. Manuscripts included poetry (the largest percentage), short stories, novels, articles, essays, interviews and radio scripts.



Lt. (jg) Lott

Winners of honorable mention included:

Comdr. Richard F. Armknecht, CEC, USN — entry, "Fore and Aft," a collection of lyric poetry; Comdr. James C. Shaw, USN — entry, "China Sailor," a novel; Comdr. William D. Brinckloe, USN — entry, "The Golden Years," a novel; Lt. (jg) William G. Hunefeld, USNR — entry, "Chauncy, the Renegade Wheelbarrow," a short story; M. S. Moneypenny, PHM2, USN, — entry, "The Mysterious 'They,'" an essay; John T. Ogilvie, HA1, USN — entries, "Not This House," a short story, and "Selected poems"; Raymond J. Brusgul, QM1, USN — entry, "Drink from a Tin Dipper," a collection of poems, and Vincent DePaul Register, S1, USN — entry, "Song," a poem.

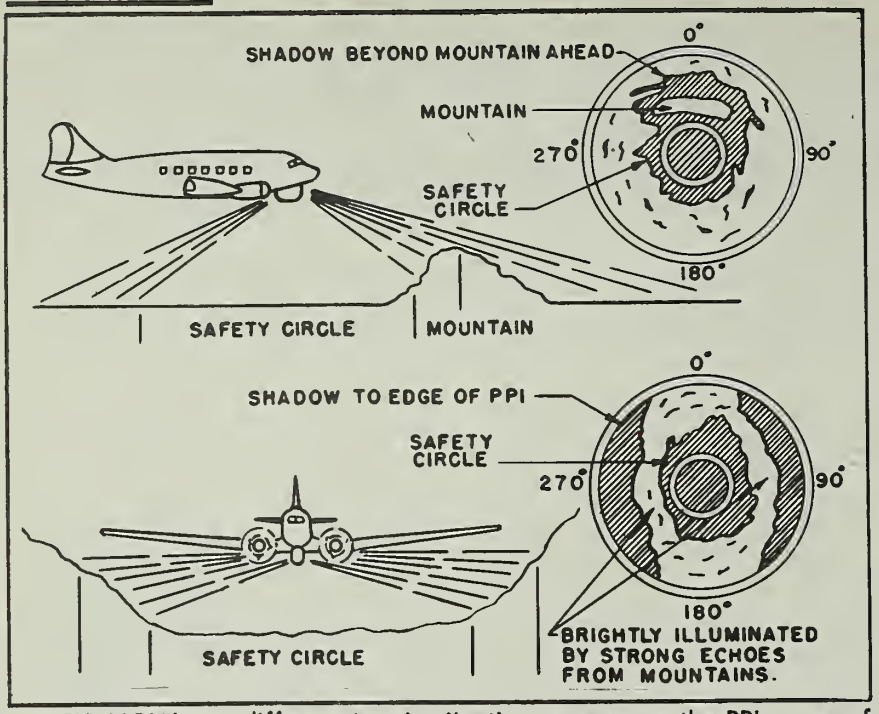
LAST SEPTEMBER



Navy human centrifuge whirled subjects 1,000 mph to study reactions to supersonic flight. Champlain College, 1st GI university, opened in N.Y. state. Experimental installations of air-conditioning on cruisers Salem and Newport News.

SEPTEMBER 1947

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



HERE'S HOW two different terrain situations appear on the PPI scope of radar to be installed in NATS planes. Danger areas are illuminated on scope.

Changes at the Top

SecNav James Forrestal announced at a press conference that Fleet Admiral Chester W. Nimitz, USN, probably will relinquish his job as Chief of Naval Operations about the end of this year. Admiral Nimitz' appointment as CNO expires in December.

The Secretary announced at the same time that Gen. A. A. Vandegrift, USMC, Commandant of the Marine Corps, expects to retire about 1 Jan 1948.

Admiral Nimitz later said he planned to remain on active duty in the Navy in whatever post he might be assigned. No hint was given as to who might succeed either Admiral Nimitz or Gen. Vandegrift in the billets they now hold.

New Radar Sets for NATS

Contracts have been let for 100 airborne radar sets of a new type to provide NATS planes with the latest in electronic navigation aids. The sets will be installed in NATS' four-engine aircraft after deliveries start early in 1948.

The radar, designated APS-42, was designed to specifications determined by the Navy, Army, and American Airlines in a year of collaboration. The purpose of the effort was to determine the type of radar most desirable for transport and commercial use, eliminating military features and concentrating on developing the possibilities of radar as a safety and navigation aid.

Other factors in the design were light weight, reliability and ease of maintenance. The set weighs but 150 pounds, and will not materially affect transports' pay load capacity.

The Navy will mount the radar scanner either at the nose or underneath the plane, the former installation giving a view of 220 degrees arc centered ahead, the latter giving a 360-degree view. PPI scopes for both pilot and co-pilot will be installed, and an additional scope can be installed in the radioman's compartment for use in navigation on long, over-water flights.

The radar will pick up land masses up to 100 miles from the plane, and when used with radar beacons the range may be increased to 225 miles.

BuAer says it will give pilots "positive safety and navigational checks when flying blind over hazardous terrain."

Radio Dramatizes Research

Navy research is being dramatized on a series of 13 weekly radio programs, a part of the series "Exploring the Unknown," sponsored by the Revere Copper and Brass Co. The program is heard over the Mutual network at 8 p.m. each Sunday, EST*

The company is sponsoring the Navy shows as a member of the Navy Industrial Assn. The programs are telling of the Navy's vast program of scientific research, out of which are arising discoveries of great significance to the nation in both military and non-military applications.

Named to Research Board

Dr. L. R. Hafstad, Director of Research of the Johns Hopkins University Applied Physics Laboratory, was appointed by SecNav James Forrestal to succeed Lloyd V. Berkner as executive secretary of the Joint Research and Development Board.

Dr. Hafstad was awarded the President's Medal for Merit in 1946 for his wartime services in connection with the development of ordnance devices for the Army and Navy, including the radio proximity fuze, fire-control gun directors and torpedo exploders.

Gunnery Development Ship

Work in progress on USS *Mississippi* (AG 128, ex-BB 41) at Norfolk Naval Shipyard will make her the Navy's newest and best gunnery development ship.

Three of her four 14-inch gun turrets and other equipment are being removed, to make room for various new ordnance gear, fire control apparatus and, someday, missile launchers. The work is expected to be completed this month, after which the *Mississippi* will replace USS *Wyoming* (AG 17) which served as a gunnery training ship during World War II and has since been used for gunnery development.

Armament modification being completed aboard the *Mississippi* includes installation of:

- A 6-inch, 47 caliber dual-purpose turret, the new rapid-fire heavy AA mount that is mechanized from handling room to gun muzzle. This is the gun a new class of light cruisers—USS *Worcester* and *Roanoke* (CLs 144 and 145)—will carry as main battery weapons.
- Two new 5-inch, 54 caliber twin mounts, an installation similar to but improved over the 5-inch single mounts installed on CVBs. The firing rate is greater than previous 5-inch designs, and is maintained steady at all angles of elevation.
- Several intermediate caliber rapid-fire guns, including the automatic 3-inch, 50 caliber rifle.
- Newest fire control equipment; standard 5-inch AA mounts; and space for development of new weapons, including missile launchers, as required.

The *Wyoming* will be disposed of after her development gear has been removed. Although she never left the Chesapeake Bay area, the *Wyoming* fired more rounds of AA ammunition than any other Navy ship in World War II, providing gunnery training for 35,000 officers and men.

The Navy announced that particularly qualified personnel will be assigned to gunnery development aboard the *Mississippi*, but that they will be rotated from time to time to give the largest maximum number of men possible experience in latest shipboard ordnance.

Sofar Station Completed

The first of a network of four Pacific stations has been completed for operating sofar, the new Navy long-range, underwater sound system for locating air and ship survivors at sea (see ALL HANDS, July 1946, p. 30).

Sofar will enable shore stations to pick up the sounds of small bombs dropped far at sea, and to plot their location. The name sofar is derived from the phrase, sound fixing and ranging.

Technicians at the Monterey, Calif., station, the first to be established, have recorded explosions of four and six-pound bombs dropped near Hawaii, 2,300 miles away. Other stations of the Pacific network will be constructed at Point Arena, northwest of San Francisco, and at Kaneohe and Hilo, T.H.

Sofar was developed as a by-product of wartime submarine detection studies. It was discovered that sound waves travel amazing distances in the ocean at depths of 2,000 to 6,000 feet. In Atlantic tests, sounds were transmitted 3,100 miles.

Explosions of bombs dropped by survivors at sea are heard over sofar station loudspeakers as a kettledrum effect. The signal starts a paper tape recorder and simultaneously sounds an alarm to alert the station operator. The tape provides a permanent record and a means of timing the arrival of the signal.

When the network of stations is established, any station receiving a signal will transmit its information to a control center. From the difference in time of arrival of the signal at each pair of stations, the control center will determine the exact location of the survivors, using special charts similar to those designed for loran. The position will then be radioed to rescue planes.



PANAMA LIBERTY is objective of Reservist as he leaves USS Macon. Most reserve cruises put in at foreign ports.

LOW IN SPIRITS DUE TO DOG-GONE DUCK

Schenley, a blend (see photo), is forlorn (see photo).

Her neutral spirits, her attitude of abject dejection, her misery, are due to a duck; a duck named Fubar (see ALL HANDS, January 1947, p. 40, if Fubar fascinates you; but it's not necessary).

Schenley's forlorn, just plain jealous, and all because Fubar has stolen the spotlight. Both live at NAS, Jacksonville, where Schenley is the Waves' mascot and Fubar is anybody's girl. Schenley was there first, and it seems she enjoyed considerable distinction, attention, petting and such other emoluments as descend to mascots.

Then came Fubar, and Schenley was just another guy named Joe — or Josephine.

Fubar was an old hand at scene-stealing, an adept at publicity-purloining. She waddled onto the NAS stage and everyone forgot Schenley. Fubar's amours when an unattached drake turned up some weeks later, became station gossip.

Fubar's been missing lately. It was theorized that Schenley might have decommissioned her. On second thought, it's doubtful that Schenley could slug it out with a duck (see photo).



DOG'S LIFE is illustrated by Schenley, who used to bask in limelight as leading mascot at NAS, Jacksonville.

Flag Rank Orders

Flag rank orders last month were as follows:

Vice Admiral P. N. L. Bellinger, USN, was ordered detached from duty as a member of the General Board and to await retirement.

Vice Admiral Charles A. Lockwood, USN, was ordered detached from duty as Naval Inspector General and to be retired. Rear Admiral Leo H. Thebaud, USN, was ordered to duty as Naval Inspector General.

Vice Admiral George D. Murray, USN, Commandant of the 9th Naval District and Commander of the Midwest Naval Area, was ordered to relieve Vice Admiral Alfred E. Montgomery, USN, as Commander, First Task Fleet. Vice Admiral Montgomery was ordered to relieve Rear Admiral Freeland A. Daubin, USN, as Commandant of the 17th Naval District, with additional duties as Commander, Alaskan Sea Frontier and Commander, Northern Pacific Area.

Rear Admiral J. Cary Jones, USN, was ordered to relieve Vice Admiral Murray as Commandant of the 9th Naval District and Commander, Midwest Naval Area. Rear Admiral Charles W. Styer, USN, Asst. CNO (Operations), was ordered to relieve Rear Admiral Jones as a member of the Permanent Joint Board on Defense, Canada-United States, as additional duty. Rear Admiral Marshall R. Greer, USN, Chief of Pan American Affairs, Naval Operations, was ordered to relieve Rear Admiral Jones as a member of the Joint United States-Mexican Defense Commission and as senior U.S. Navy delegate to the Inter-American Defense Board, as additional duty.

Rear Admiral Claude O. Kell, USN, was ordered as CO and Director, David W. Taylor Model Basin, Carderock, Md., with additional duty as Director, Experimental Model Basin, Naval Gun Factory, Washington, D.C.

Rear Admiral Spencer S. Lewis, USN, was ordered to await retirement. His last duty was as Chief of Staff to ComNavEastLant.

Rear Admiral Norborne L. Rawlings, USN, was ordered detached from the Material Division, Office of AstSecNav, and to be retired.

Rear Admiral Ingolf N. Kiland, USN, was ordered to CNO for duty, from duty as Commander, Training Command, Pacific.

Rear Admiral Peter K. Fischler, USN, was ordered to duty as Commander, Training Command, Amphibious Forces, Pacific, from duty as Deputy Commander, Pacific Reserve Fleet.

Rear Admiral Richard H. Cruzen, USN, was ordered to duty as Senior Member, Naval Sentence Review and Clemency Board.

Commodore Charles J. Rend, USN, was ordered detached as Deputy Chief of Naval Intelligence and to be retired.

Commodore James W. Boundy, SC, USN, was ordered to duty as Supply Officer in Command, NSD, Great Lakes, from duty in BuSandA.

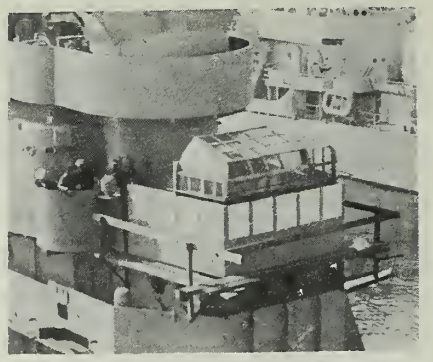
PLASTIC GREENHOUSE PROTECTS BRIDGE

The Navy is experimenting with a transparent, plastic "greenhouse" to cover the flying bridges of combatant ships and provide protection for men long exposed to the weather, occasional bucketsful of green water, gun blast and fumes.

USS *Manchester* (CL 83) is the "guinea pig" for the tests, and is trying out her new covered bridge on a Mediterranean cruise.

The hood is composed of plastic panels set in a metal framework. Two types of plastic—lucite and plexiglas—are being used in the *Manchester's* experimental structure.

The hood was designed and constructed at the Boston Naval Shipyard. Further studies and tests will follow to devise the most satisfactory protection for bridge personnel.



GREENHOUSE (center right) of plastic covers flying bridge and protects personnel from weather, gun blasts.

Ship Lighting Studied

Interior lighting conditions aboard warships have long been a problem to the Navy. Now BuShips, with the aid of 20 civilian illumination engineers, is making a comprehensive study of warship lighting problems aimed at development of efficient blast and shock-resistant light fixtures.

Experience gained during the war proved that commercial lamps and fixtures were too fragile and dangerous for warship installation, during battle, the glassware on these fixtures was often shattered by enemy shell or bomb explosions or even by the shock of our own guns, endangering personnel. Such glass fixtures were removed early in 1942 but satisfactory substitute fixtures were not developed.

In explanation of the studies being made, Vice Admiral Earle W. Mills, USN, Chief of BuShips said:

"We are seeking fixtures that will give a high level of light and a low level of glare 24 hours a day. Portholes were welded over during the war and none of our newer ships have them. Naval personnel aboard ship must work under artificial light virtually all the time. We know that human efficiency wins battles, and we also know that no man can do his best work if he's suffering from eyestrain or the headaches caused thereby. Consequently, we intend to get the best light for men aboard ship that money can buy."

Interior lighting conditions aboard USS *Midway* (CVB 41) were studied recently by seven members of the engineer group on a week's Caribbean cruise.

The group's studies to date have included a survey of light fixtures now being used by the Navy, an analysis of such related problems as the color of deck, bulkhead and furniture paints, the level of heat generated by a lamp, and the effect of salt air on fixtures.

During the cruise, two problems found only aboard a carrier were given special study. Overhead lighting, used on board all ships, is of little value to a mechanic working on the underside of a plane on the hangar deck of a carrier.

Ready-room illumination for night flying presents another problem peculiar only to carriers. Red lights are used to help pilots adapt their eyes to the darkness. These lights, however, provide a low level of illumination and a high level of heat, which is not satisfactory to heavily-clothed pilots.

The advisory group has developed a number of experimental designs, and sample fixtures are now undergoing service tests. All experimental work was conducted under typical shipboard conditions with the assistance of USS *Phoenix* (CL 46) and USS *Permit* (SS 178), two inactive Fleet ships. However, the absence of a normal complement and the fact that the ships were not underway were handicaps in some respects, so the engineers were invited to spend a week aboard the *Midway* during her training cruise.

Hot Shot Marines

The Marines are doing a lot of shooting this month—but it's all in fun.

Seven MarCorps Reserve officers have been named members of the eight-man team representing the U.S. in the International Rifle and Pistol Matches at Stockholm, Sweden.

The team was selected by the National Rifle Association, which is the governing body for U.S. participation in the international matches. The current matches mark the first time since 1939 that an American team has gone abroad for international competition.

On the home front, the Second MarCorps Division will conduct the 1947 National Rifle Association rifle and pistol matches at Camp Perry, Ohio, 4-15 August. The matches have been held annually at Camp Perry since 1903, except during war and depression years. This year's matches will be the first conducted by Marines.

Dayton's Team Is Good

The men of USS *Dayton* (CL 105) play basketball wherever they go, and usually to the chagrin of such opposition as they find. The Daytons currently boast a 26 won, 3 lost record, including, among others, the following victims:

The *Bristol, Witek, Beatty, Elokomin, Great Sitkin* and *Purdy* in Boston; the *Providence* (twice) and the *Purdy* (again) in Guantanamo; the *Providence* and *Shenandoah* in Naples; several AAF teams in Trieste; the *Leyte* in Crete and a Turkish team at Istanbul.

The *Dayton* has lost to USS *Franklin D. Roosevelt* (in Norfolk), and to an Italian squad, the "Trieste Gymnastia," in Trieste.

Bristol Nine Wins

The baseball team of USS *Bristol* (DD 857) defeated Roberts College, Istanbul, Turkey, during the destroyer's visit to that city. A plaque depicting an ancient Turkish sportsman on horseback was awarded the Bristol team by the Roberts College Sporculindaram.

HERO'S MEDAL TO BE PLACED IN CRYPT



AWARDED to John Paul Jones by Congress in 1787, but never delivered, a gold replica of medal was presented posthumously. It will be placed with effects of sea fighter in crypt at Annapolis, Md.



All-Navy Baseball Tourney

The All-Navy sportslight focused on baseball with the announcement that the All-Navy Baseball Tournament will be held the third week of September. Time and place of the tournament will be determined after results of eliminations are known it was announced by BuPers Circ. Ltr. 113-47 (NDB, 30 June).

Elimination contests for the Baseball Tournament between teams of Group I will be held at Com 4; Group II at Com 7; Group III at Com 12; Group IV at ComServLantSubordCom; and Groups V and VI, at ComServPac. For area groupings used for all sports eliminations see ALL HANDS, July 1947, p. 51.

One team selected as the champion from Groups I, II and IV will meet the champion team from groups III, V and VI in the final tournament. The All-Navy baseball championship will be determined on the basis of three out of five wins.

All personnel on active duty in the Navy or Marine Corps, officer and enlisted, may participate in the tournament. Also eligible to enter are Naval Reserve personnel on active duty (not for training only), but NROTC and Naval Reserve units are not. Teams may not have more than four officers as playing members in the game at one time.

Getting an Early Start

The Discoverers, grid squad of USS *Columbus* (CA 74), have begun practice for this season which they hope to play in the Southern California area, CNO willing. The footballers, wherever they play, will have their work cut out for them in defending the reputation *Columbus* teams have made in other sports across the Pacific.

Consider the record. *Columbus* horsehides boast a .700 season average, and defeated USS *Fall River's* previously unbeaten ball club 6-2 in their last game in Yokosuka before 1,000 fans. The ship's cagers wound up their Far Eastern season by winning the Shanghai Mayor's Cup Tournament, the Shanghai Area Service Championship, and losing out in the finals of the Naval Forces WesPac championship play. In a less familiar sport, *Columbus* soccermen won four and lost five against Royal Navy and Shanghai and Tsingtao clubs.

All-Navy Boxing Finalists Tour Hollywood Studios

About 90 All-Navy boxing finalists toured three motion picture studios in a holiday aftermath to the championships held at San Diego, before returning to their commands across the world.

Warner Brothers, MGM and RKO opened their gates to the fighters, who had a chance to meet actors, collect autographs and see how movies are made.

Among stars met by the Navy men were Humphrey Bogart, Ronald Reagan, Shirley Temple and Judy Garland. The touring fighters also were introduced to Ritchie King, Fleet lightweight titleholder back in 1924, 1925 and 1926, who is now a Warner studio electrician, and Mushie Callahan, who was a welterweight champ in 1926 and who now is a trainer for film actors.



NICE SMILE and belt for All-Navy championship is presented by actress Janis Paige to Don Nelson, Cox.

Tourney at Norfolk

Bowlers at Naval Station, Norfolk, Va., were winding up a six-month tournament in three leagues, started by the RecSta recreation department to stimulate interest in the sport. Officers and men playing on 28 teams bowled all winter and spring for weekly high score awards. The alleys are located in the modern theater building on the station.

SHIP CONVERTS SMALL SPACE INTO USEFUL HOBBY SHOP

Proof that you don't need an air station hangar or supply depot warehouse to set up a hobby shop is offered by USS *Leyte* (CV 32).

A former berthing compartment and a converted peacoat locker house the hobby shop aboard this carrier. The shop isn't very big—just 12 x 30 feet—but it's well-equipped and accomodates up to 50 crew members of an evening, working in shifts.

The compartment was converted by courtesy of the first lieutenant; hand and machine tools were obtained from surplus stocks through BuPers; and the shop was stocked with model kits and other supplies bought with an original $300 investment from the ship's recreation funds. The kits and supplies are sold to hobbyists at a price just sufficient to cover cost and to allow about a 5 per cent profit, all of which is plowed back into the shop in the form of more supplies.



MODEL PLANE gets finishing touches from man on board carrier USS Leyte, where a small but well-equipped hobby shop has been set up for the off-duty pleasure of the crew. Project has proved that shortage of space can be solved.

Machine installations, at present, include a 6-inch lathe, grinder, drill press, rotary saw and sewing machine.

Leathercraft and model airplanes are the most popular projects. But to the surprise of the ship's recreation officer some hidden talent turned up in the woodcarving line and a number of interested carvers are learning the art under instruction of a few skilled men. Model ships are next in line in popularity.

THE BULLETIN BOARD

FAMILY ALLOWANCE POINTS CLARIFIED

If the load of unnecessary clerical work in BuPers is any indication, the administration of family allowance in the field is not enjoying clear sailing. The trouble seems due to unfamiliarity with procedures as set down in directives which have had wide distribution. The problem has been complicated by demobilization of trained benefits and insurance officers, and their replacement, on a collateral duty basis, by officers inexperienced in the benefits and insurance arts.

The Dependents Welfare Division, BuPers, has compiled a list of frequent errors which hold up family allowance payments to dependents, and has made suggestions for correcting them. They include:

• Incomplete and inaccurate information submitted on application for family allowance (NavPers 668) is a frequent cause of difficulty. Information on this application form should be provided in accord with directives, and should be double-checked against the service record to insure that it is accurate and up-to-date.

• The person indicated on the application to whom family allowance payments are to be made must be a dependent, or custodian of a minor child or incompetent person dependent upon the serviceman. The payee may *not* be the serviceman himself.

• Entitlement to family allowance is determined by BuPers. All servicemen must be permitted to submit applications on behalf of claimed dependents at any time.

• Navy men should be instructed that a change in the beneficiary slip (page 7 of series record) does not automatically alter their family allowance (or insurance) arrangements. If a serviceman acquires an additional dependent, he must submit a complete new application for family allowance and mark it "supplement" for that dependent.

• Failure of dependents promptly to notify BuPers or BuSandA Field Branch, Cleveland, of change-of-address causes delay in delivery of family allowance checks. Postmasters do not forward checks to a change-of-address. Dependents should submit a change-of-address to: U.S. Navy Field Branch, Bureau of Supplies and Accounts (Allotment Division), Cleveland 15, Ohio.

Detailed instructions for preparation and submission of applications for family allowance are contained in the Dependent Benefits Manual (NavPers 15116). These instructions have been supplemented in BuPers Circ. Ltrs. 12-45, 245-46 and 261-46, and in Alnav 431-46.

Other problems have arisen in connection with family allowance, which may be answered by a discussion of the rules pertaining to it.

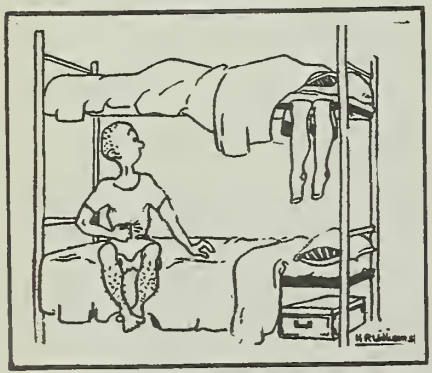
Inquiries have indicated it is not fully understood that individuals still may apply for family allowance. In this connection, see para. 2 of Alnav 431-46, which reads: ". . . any person who enlists or reenlists subsequent to 1 July 1946 and prior to the end of the 6-month period immediately following the official termination of the present war is eligible to apply for family allowance benefits. . . ." The war, as you know, has *not* been declared officially terminated, an action which may be taken only by the President or Congress.

Of course any person who enlisted or reenlisted before 1 July 1946 also may apply for family allowance.

The reason for the 1 July date is this: Family allowance benefits, under present law, are payable for the duration of any enlistment or reenlistment entered into before 1 July 1946. But persons who enlist or reenlist after 1 July 1946 may receive family allowance benefits only for the duration of the war plus six months. (It should be noted that legislation to extend family allowance privileges was before Congress at this writing. The progress of this legislation is being reported in ALL HANDS).

Those who may apply for family allowance (*any* time before the official termination of the war plus six months) include: enlisted men and enlisted women in all seven pay grades of the Navy and Marine Corps, including those of any retired and reserve components, and aviation cadets, who are in the active naval service of the U.S. Excepted are members of the Insular Force of the Navy and the Samoan native guard or band of the Navy, who are not eligible.

Dependents who may be eligible for family allowance are divided into three classes, A, B and B-1. Class A dependents include: a lawful wife; a former wife divorced who has not remarried and to whom alimony has been decreed and is still payable; a legitimate child; a child legally adopted; a stepchild if a member of the enlisted person's household, including a stepchild who continues as a member of the household after death of the mother or termination of the marriage; an illegitimate child, but only if the man has been judicially ordered or decreed by a court of competent jurisdiction to contribute to such child's support, has been decreed by a court of competent jurisdiction to be the putative father of such child, or has acknowledged in writing that he is the father of such child; a child to whom the enlisted person stands in loco parentis and has so stood for not less than 12 months prior to the date of application on behalf of such child, and who



THE BOOT, PARRIS ISLAND WEEKLY

Questions Answered On Family Allowance

Family allowance answers you should know:

• You can still apply for family allowance.

• BuPers, not the local command, makes final determinations of eligibility and entitlement.

• Prompt notification of change of address to Field Branch, Cleveland, is important if checks are not to be delayed.

• There are three general classes of dependents.

• Complete and accurate information submitted in the application will expediate payments.

• Detailed instructions for efficient, time-saving administration of family allowance are available in all commands.

• Supplemental applications should be submitted to cover new dependents acquired since date of last application.

The accompanying short article offers an explanation of these points.

is a member of the enlisted person's household.

Children, to be eligible, must be unmarried children under 18 years of age, unless they are incapable of self-support by reason of mental or physical defect, in which case they are eligible regardless of age. The children of an enlisted Wave are eligible dependents within the above categories only when determined to be dependent upon her for chief support. The husband of an enlisted Wave is *not* an eligible dependent.

Class B and B-1 dependents include: parents (including father, mother, grandfather and grandmother, stepfather and stepmother, father and mother through adoption, either of the person in the service or of the spouse, and persons who, for a period of not less than one year prior to the enlisted person's enlistment or induction, stood in loco parentis to the enlisted person concerned, provided that not more than two persons within those named herein as parents may be designated to receive an allowance; brothers and sisters of the whole blood or half blood; stepbrothers and stepsisters; brothers and sisters through adoption.

Brothers and sisters in all categories above must be unmarried and under 18 years of age, unless they are incapable of self-support by reason of mental or physical defect, in which case they are eligible regardless of age.

The final determination of entitlement to dependency benefits is vested in the Director of the Dependents Welfare Division, BuPers. Bearing this in mind, commands were reminded that no person shall be denied the privilege of filing an application for family allowance for any dependent he may claim.

MarCorps Revises Rules For New AP Designations

New rules for applying the aviation pilot designation to naval aviators enlisting or reenlisting in the regular MarCorps were outlined in Almar 56-47.

The directive said that henceforth the only naval aviators who will be designated AP upon enlistment or reenlistment in the regular MarCorps are those former naval APs who now hold temporary commissions and meet current physical requirements for pilots in the naval service.

The Almar in no way affects the reenlistment and redesignation of enlisted men now holding AP designation. Applications for designation will be forwarded to MarCorps headquarters, together with cases in which extenuating circumstances may exist.

Naval Personnel Lauded For Aid at Plane Crash

Assistance of naval personnel from NTC, Bainbridge, after an airliner crashed near Port Deposit, Md., and killed 53 persons, prompted a letter of appreciation from William Preston Lane, Jr., governor of Maryland to the NTC commanding officer.

Governor Lane wrote:

"I am writing to thank you and the Navy personnel of the Training Center at Bainbridge for the very valuable assistance that you rendered to our State Police on the occasion of the airline crash near Port Deposit, Maryland, on the night of May 30th.

"The Superintendent of the State Police has told me of the tremendous help and cooperation that was furnished by your Navy personnel and as Governor of the State, I want to extend to you and those under you my thanks."

Technical Books Issued on Army-Navy Standards

First of a series of publications on joint Army-Navy standards on subjects of interest to technical groups have been published and are being distributed, it was announced in the Navy Department Bulletin (Item 47-524).

The first four publications are JAN-STD-2, Drawing Sizes; JAN-STD-12, Abbreviations for Use on Drawings; JAN-STD-19, Welding Symbols, and JAN-STD-102, Anti-Friction Bearing Identification Code.

The standards are being developed by the Army-Navy Joint Specifications Board to facilitate preparation and interpretation of drawings, design, production, inspection and maintenance, and to eliminate unnecessary differences in contractual requirements.

The board is at present developing JAN drafting standards in the following categories: general drawing practice, format for production and construction drawings, dimensioning and tolerancing, screw-thread, surface roughness, electrical-electronics symbols, mechanical symbols, and nondestructive test symbols. Standard welding nomenclature and definitions, welding charts, and color code for compressed gas cylinders and pipelines, also are being developed.

New subjects will be added from time to time.

Commands desiring copies, and who may not be on the regular mailing list, may address requests to: Supply Officer in Command, Naval Supply Depot, Bayonne, N. J.

Shorter Enlistment Terms are Authorized: New Provisions Listed

Shorter terms of enlistment were provided by Alnav 134-47 (NDB, 15 June). The new provisions were as follows:

- Two, three, four or six-year hitches may be entered by men enlisting or reenlisting in USN within three months from date of discharge from USN, or within three months from date of first demobilization, discharge and separation as a member of USNR or USN-I after active service in World War II. Men 17 years old (and who are in this category) may be enlisted or reenlisted for minority or for a term of two or three years only.
- Three, four or six-year hitches may be entered by any other person eligible for enlistment in the Navy, except that 17-year-olds in this category may be signed up for minority or three years only.

It was pointed out that enlistment or reenlistment in the peacetime Naval Reserve after demobilization from active World War II service does not qualify men for enlistment or reenlistment in the regular Navy under continuous service.

Written consent of custodial parent or legal guardian is required for all minors 17 and under 18 years of age.

The Alnav cancelled Alnavs 127-46 (NDB, Jan-June, 1946) and Alnav 85-47 (NDB, 31 March).

New Navy Nurse Corps Transferees Listed

Navy nurses were notified of their transfer to the Navy Nurse Corps, established by Public Law 36, 80th Congress. BuPers Circ. Ltr. 117-47 (NDB, 30 June) published a list of the nurses transferred, with dates of rank in temporary appointment.

It is planned that at a later date permanent ranks will be established in the new Corps.

Officers of the Nurse Corps will have authority in medical and sanitary matters and other matters in the line of their profession in naval hospitals and other activities of the Medical Department, next after officers of the Medical Corps and Dental Corps. They are not eligible for command but will exercise such military authority as may be prescribed from time to time by SecNav.

The law establishing the Nurse Corps provided for nurses in the ranks of ensign through commander, and for transfer of nurses to the corps in the temporary ranks in which serving.

Nurses transferred were to submit an acceptance, but were not required to take physical examination.

Early Discharge Allowed For Reenlistment to Space Personnel Turnover Evenly

Provisions whereby eligible personnel may receive mustering out pay, reenlistment leave and allowances, and travel pay, up to six months earlier than they would be able to get them under normal circumstances, were announced in Alnav 147-47 (NDB, 15 July). The Alnav allows early discharge and reenlistment, before normal expiration of enlistment, in order to space more evenly the turnover of enlisted personnel during fiscal year 1948, a year in which a heavy percentage of enlistments expires.

The Alnav "provides opportunities for early discharge and reenlistment with attendant privileges of mustering out pay, reenlistment leave and allowances, furlough travel allowance and certain privileges under the Servicemen's Readjustment Act of 1944 for men in categories described below who so request and are otherwise fully qualified and recommended for reenlistment."

The Alnav provided that commanding officers are authorized to discharge USN personnel for convenience of the government for the purpose of immediate reenlistment in accordance with the following schedule:

- During July 1947 — All men whose enlistments or enlistments as extended expire prior to Dec 1947.
- During August — All men whose enlistments or enlistments as extended expire during December 1947.
- During September — All men whose enlistments or enlistments as extended expire during January 1948.
- During October — All men whose enlistments or enlistments as extended expire during February and March 1948.
- During November — All men whose enlistments or enlistments as extended expire during April and May 1948.
- During December — All men whose enlistments or enlistments as extended expire during June and July 1948.

The Alnav directed that commanding officers of ships and stations within the limits of the continental United States shall grant reenlistment leave starting within one month of the date of reenlistment to all men so requesting, except students in schools who will be granted reenlistment leave not to interfere with the course of instruction.

Commanding officers of ships and stations outside the continental limits (including those in Alaska and the Canal Zone) were directed to transfer all men so requesting to the continental U.S. for reenlistment leave as soon as practicable, but not later than three months after reenlistment date. Options will be offered to permit men attached to ships or stations outside the continental limits to return to their own ship or station when their leave is completed, or to be assigned to general detail for further assignment by BuPers upon expiration of leave.

Reenlistments, in accordance with current directives, may be for two, three, four or six years.



"COMFY?"

Training Program Organized For CEC Volunteer Reserve

The Civil Engineer Corps Volunteer Reserve has nearly completed the job of organizing its peacetime training program.

Units have been established in 175 cities in the U.S., following the pattern adopted by the Seabee organization in World War II. Under this plan, the battalion is the basic unit. Groups of from 3 to 10 battalions have been formed into regiments, and these in turn are governed in the various naval districts by brigades.

The CEC Reserve program embraces monthly study seminars by each unit, and two-week training courses for selected groups of officers at BuDocks, Washington, D.C.

Strength of the CEC Reserve to date, by battalions, is as follows: 1st ND, 5; 3rd ND, 31; 4th ND, 3; 5th ND, 11; 6th ND, 10; 7th ND, 6; 8th ND, 31; 9th ND, 44; 11th ND, 14; 12th ND, 10; 13th ND, 8; PRNC, 2.

Changes in Uniform Regs Listed in 1947 Edition Now Being Distributed

Distribution of the 1947 edition of Uniform Regulations has been started to all ships and stations.

The new volume includes all changes to the 1941 edition that have previously been announced (see ALL HANDS, May 1947, p. 56), plus certain additional changes listed here.

In the new Regs, individual chapters are included for each category of personnel. These chapters include uniform tables, minimum clothing requirements, the insignia required, and the manner in which the uniform shall be worn by each group.

Because commissioned officers, warrant officers, CPOs, aviation midshipmen and cadets, NROTC midshipmen, cooks and stewards and Navy Band members now wear essentially the same uniform, only one chapter has been devoted to uniforms for the entire group.

Changes made, in addition to those already announced, are:

When taking part in church services, naval personnel are permitted to wear vestments of the church.

Enlisted personnel may be permitted to have civilian clothing in their possession at naval activities ashore when specifically authorized by the CO.

Embroidered devices of Naval Aviation Observers, Flight Surgeons, Naval Aviators and Chief Naval Aviation Pilots are to be on a background to match the color of the uniform.

Officers will be disqualified to wear the submarine insignia if they are declared "temperamentally unfit" or "temperamentally disqualified."

The gray uniform authorized for the Permanent Shore Patrol has been deleted.

Because new stocks of enlisted men's overcoats have a convertible collar, the regulation that overcoats shall be worn buttoned to the neck has been deleted.

Provides for changes in ownership markings on dungarees and undershirts.

Provides that CPOs, chief cooks, chief stewards, cooks and stewards shall have a mount on the combination cap band on which the cap device shall be centered.

Provides that enlisted men will be disqualified to wear the submarine insignia if they are declared "temperamentally unfit" or temperamentally disqualified."

Enlisted men who have qualified to wear the officers' submarine insignia may continue to wear such insignia on return to enlisted status; and the location on uniform where submarine

insignia is worn has been changed from the right sleeve midway between the wrist and elbow to the left breast.

Designates the lyre as the corps device of the Assistant Leader, Navy Band, and the CinC, Navy School of Music.

Lists new articles of uniform for Navy Nurse Corps, and deletes black sleeve stripes for nurses' overcoat.

Changes precedence of certain ribbons.

Authorizes wearing of certain special medals by members of various veteran societies.

Provides for the wearing of miniature medals with civilian evening clothes.

Provision is made for wearing a silver star on the Good Conduct ribbon in lieu of five bronze stars.

Undress sword belt has been deleted for Reserve officers.

"Protection of the Uniform Act" is quoted in full.

A new article on the wearing of the naval uniform by persons who served honorably in time of war is included.

The new edition does not contain references to full dress or dress uniforms for officers, or dress whites for enlisted men other than CPOs, cooks and stewards due to the consideration of the Uniform Board of revision of these uniforms.

Sub School Applications Deadline 30 Sept 1947

Applications are due in BuPers not later than 30 September for enrollment in the next class at the Submarine School, New London. The class, to consist of about 60 officers, will convene about 5 Jan 1948, it was announced in BuPers Circ. Ltr. 108-47 (NDB, 15 June).

The circular letter also announced officers selected for the incumbent class at the Submarine School, and listed those for whom reliefs could not be obtained in their present assignments.

Applications of volunteers for submarine training for the next class are desired from officers not over 28 years of age in the grades of ensign, lieutenant (jg) and lieutenants with date of rank subsequent to 31 Mar 1946.

It is desirable that officers have an educational background in engineering, or an excellent grounding in mathematics and physics. Applicants must be qualified to stand OOD watches under way. Selection is based upon quality of fitness reports and educational background. Officers will not be ordered to the Submarine School until they have completed at least two years' commissioned service as of 1 Jan 1948.

HARBOR AT GUAM NEARS COMPLETION

NAVY DREDGES are sucking and scooping 30,000,000 yards of coral and sand out of Apra Harbor, Guam. Dusty trucks and sweaty men are piling up a two-mile rock breakwater to curve a protecting arm around the bay that will become one of the largest and best ports in the Pacific.

Apra quickly became one of the *busiest* ports in the world after we recaptured it from the Japs in July 1944, but more because it was desperately needed than because of any natural advantages it had as a harbor. In fact, it had many natural disadvantages, which are the reasons for the immense project now under way. Its bottom was studded with great coral heads, many of them sticking up high enough to rip the bottom out of a whaleboat; much of the harbor was exposed to the fury of any passing storm; the entrance was narrow and tricky with a nasty set, between rocks on the one hand and coral on the other.

But with dredging completed and the breakwater finished, it'll be a different story. Three large, hydraulic dredges ranging in size from 24-inch to 30-inch discharge, and a 12-inch hydraulic dredge, are engaged in the current operations, in company with a four-yard clamshell dredge to handle material which cannot be pumped by the hydraulic dredges. More than 7,500,000 yards of material have been removed, to date.

The breakwater will stretch 10,500 feet in a slight curve around the harbor, when finished, and will be 40 feet wide on top and 344 feet above mean low water on the outboard end. The seaward side and top, when completed, will be armored with five and 30-ton rocks.

The typhoon of 20-22 Sept 1946 taught the builders quite a bit about seawalls in that location. The heavy seas tore great holes in uncompleted portions of the breakwater, washing out rock to sea level. The portion which had been completed and armored, however, was only slightly damaged. Repair of the storm's damage, and completion of the breakwater over the entire projected length, is expected to require until fall.

The breakwater was begun by Seabees, soon after Guam was recaptured. A quarry was opened up on Cabras Island and rock for the breakwater was broken out there and lugged out over the wall on trucks.

Progress was slowed by demobilization after Japan's surrender, and remained slow though by the end of September 1945 nearly every Seabee left on Guam was working on the breakwater. In order to complete it, a contract was let with a private concern, which took over the job 1 Feb 1946.

This is not to say that the Navy rested on its laurels after the recapture of Guam, and used Apra Harbor just as it had been found. The reconstruction of the harbor, the removal of a tangled mess of wrecked Jap ships, within a few months after the occupation of Guam, remains one of the outstanding engineering feats of the Pacific war.

In less than a year after Guam's recapture, the Navy had built there its greatest advanced base from which flowed the material support for more than a third of American sea power in the final phase of the Pacific war.

From Guam's recapture to the end of the war, an average of more than 1,700 vessels of all sizes stood in or out of the port each month, totalling over 20,000 a year—a couple of thousand more ships than, for instance, San Francisco harbor handled during 1935.

From September 1944 to late 1945, about 4,600 ships were routed onward from Guam, including combatant ships, merchantmen, auxiliaries, amphibious vessels and escorts.

Troops embarked at Guam totalled more than 300,000, and included Marines for the Iwo Jima and Okinawa campaigns, and for the occupation of Japan and liberation of Jap-held China. Nearly 9,000,000 tons of cargo were handled by the port.

The end of the war did not end the activity in Apra Harbor, either. Soon after the Jap surrender, about 6,000 servicemmen were being shipped each week to the West Coast for discharge.

From 7 Aug 1944, when the first American cargo was landed on Agat beach, development of the harbor was so rapid that, during closing stages of the war, the cargoes of 120 Liberty ships and 20 tankers were unloaded each month at the NSD piers. The depot and its fuel supply branch serviced an average of 75 Navy ships and small craft daily with fuel supplies.

And during the war the handling of ships, personnel and cargo in the harbor developed into a model of speed and efficiency, which began when word of a ship's arrival was received days before she steamed over the horizon. From that moment smoothly-coordinated operations were arranged to handle the ship in a minimum of time.

SKIPPER FINALLY FINISHES MODEL OF SHIP

You fellows who never thought the skipper would finish that model he was working on can back down on all engines, right now. Because here it is; took him three years or so, but finish it he did.

The accurate, carefully-detailed one-eighth inch scale model of USS *Terror* (CM 5), was built by Capt. H. W. Blakeslee, USN (Ret), her skipper during her last war year. The captain served on the *Terror* from the time she was commissioned in 1942 until he brought her home to the States for battle damage repairs after the Okinawa campaign.

Captain Blakeslee sent the accompanying photo of his model to ALL HANDS with the comment, "Many of the crew were interested in the model when it was still unfinished, and many were the jibes I received about never finishing it!"



MODEL of USS Terror took former skipper three years to finish. Model is built on a one-eighth inch scale.

Enlistment Extension Periods Liberalized; New Instructions Listed

Periods for which enlisted men may extend their enlistments have been liberalized considerably by BuPers Circ. Letr. 102-47 (NDB, 15 June).

The new instructions, which will govern periods of extensions until changes to BuPers Manual are distributed, are as follows:

- An enlisted man may extend his enlistment for either 2, 3, or 4 years, regardless of whether serving in first or subsequent enlistment.
- An enlisted man having an approved application for transfer to service school for a course of instruction, or for transfer to a regular tour of shore duty, may extend his enlistment for either 1, 2, 3 or 4 years in order to have the obligated service required. If already serving in a voluntary extension of enlistment, he may re-extend for either 1, 2 or 3 years, provided that the extensions do not total more than 4 years.
- An enlisted man who has completed 19 but less than 20 years' service counting for transfer to Fleet Reserve—or who has completed 20, 23 or 26 years of active federal service—may extend or re-extend his enlistment for 1 year. The totol of extensions in any one enlistment cannot aggregate more than 4 years, however, and he must submit at the time an application for transfer to Fleet Reserve to be effected on a date not later than that of the expiration of the extended enlistment. A man with 29 years of service may extend for 1 year to complete service for retirement. If already serving in a voluntary extension, he may re-extend for 1 year, provided that the two extensions do not total more than 4 years.

Except for the purposes given in the two paragraphs above, extension or re-extension of an enlistment for 1 year will not be permitted without Bureau authority. Also, agreements to reenlist for the purpose of acquiring obligated service will no longer be accepted by the Bureau. Current instructions for this will be corrected by separate correspondence.

The circular letter stressed the provision that a single enlistment may not be extended for more than 4 years, or for periods totaling more than 4 years.

Home Made Postmarking Devices Not Authorized

Unauthorized postmarking devices of the "home made" variety have been used by some commands, it was announced by CNO in the Navy Department Bulletin (item 47-537).

It was pointed out that use of such postmarking equipment not issued by the Post Office Department is in violation of postal laws and the Navy Mail Service Manual, Part II. Postal laws provide as follows:

"Whoever shall forge or counterfeit any postmarking stamp, or impression thereof with intent to make it appear that such impression is a genuine postmark, or shall make or knowingly use or sell, or have in possession with intent to use or sell, any forged or counterfeited postmarking stamp, die, plate or engraving, or such impression thereof, shall be fined not more than $1,000 or imprisoned not more than five years, or both."

CNO advised that use of unauthorized mail canceling equipment by naval personnel not only renders users liable under the above law, but also is a source of embarrassment to both the Navy and the Post Office Department in certain instances of complaints received from philatelic societies.

American Defense Service and Victory Medal to be Issued Starting 1 August

Distribution of American Defense Service and World War II Victory Medals to servicemen and veterans who earned them will begin 1 August, it was announced in BuPers Circ. Ltr. 110-47 (NDB, 15 June). Procedures were provided in the letter for distribution to naval personnel and veterans.

Area campaign medals will not be distributed at this time. Posthumous awards of medals will be made by BuPers in all cases.

Under no condition will medals be issued to any individual unless he was entitled to separation from the service with an honorable discharge or discharge under honorable conditions for the period in which the medals were earned.

Distribution to active duty personnel will be by naval commands ashore and afloat. COs were directed to check the records of individuals on board, determine eligibility for the medals, and requisition supplies of the medals to meet requirements. Naval personnel entitled to the medals because of service with the Army, Marine Corps or Coast Guard must apply for them through those services.

Medals will be issued to naval veterans, inactive Reservists and retired persons by Navy recruiting stations and activities designated by commandants of districts and river commands. Activities will be designated to supplement the recruiting stations in giving as wide geographic and population coverage as is possible. Where facilities permit, commandants may designate certain activities to make distribution to veterans by mail. Navy veterans living in other countries may apply for the medals direct to BuPers.

Delivery will be made to applicants only on evidence of eligibility. Discharge certificates, certificates in lieu of discharge certificates, or release orders will be required. The Notice of Separation from the Naval Service, NavPers 553, will only be accountable in those cases where eligible applicants have satisfactorily explained the unavailability of the aforementioned documents, in which case NavPers 553 must establish the applicant's separation under honorable conditions. Posts of veterans' organizations may act as agents for their members in applying for the medals, but the same documentary evidence will be required in each case.

Wide local publicity will be given to the distribution of medals to naval veterans, inactive and retired personnel.

Physical Program Vital Part of Navy's Universal Military Training Plans

Naval planning for universal military training has reached a more advanced stage than when last reported in ALL HANDS (February 1947, p. 37), but the Navy's plans still, of course, are dependent upon the action of Congress which is considering universal military training. It is not known whether the legislation will be acted upon at this session of Congress.

The Navy's tentative training plan for Navy inductees under universal military training provides for an initial period of recruit training of about two or three months. Ample facilities are available in the large training centers.

Strong emphasis will be placed on building up the physical stamina of trainees. More time and effort will be spent on athletic programs during recruit training than during any other period. The men will be given careful medical attention, and physical defects will be corrected, if possible. During this indoctrination and hardening, all trainees will be given identical instruction in the rudiments of the naval profession.

Shortly before the end of the two months' recruit training, about 65 per cent of the men will be selected for the line of work for which they appear best fitted. Their personal wishes will be honored so far as possible. These men will be transferred at the end of recruit training to Class A schools for training for specific ratings. This phase of training will take up to 20 weeks for general trainees, and four months for aviation trainees.

The groups not selected for schools will continue in recruit training until they have completed three months of it. They will then receive advanced training, on board ship if practicable. Those finishing the Class A schools will receive similar training.

After all men have completed a total of six months of training, they will be offered a number of options for the completion of their required year of military training (legislation now under consideration envisages a one-year total period of training). Those who elect to take the advanced universal military training will complete six months' instruction in operational, advanced and instructor training. Others may elect to enlist in the regular service, and larger groups are expected to enlist in Naval Reserve units (where they will eventually complete six months' training, though it will be accomplished in relatively brief Reserve training sessions extended over a period of perhaps several years).

Others may elect to try for college programs, selection for which will be on a highly competitive basis, or for entrance to the service academies (dependent upon their ability to obtain appointments under present provisions of law). Those selected for college will complete the required additional six months' training during the college curriculum.

Those who elect to complete one continuous year of universal military training will, at its completion, be returned to civilian life and will not be subject to call for further military service except in a national emergency. Those who elect one of the other options will serve either in a regular or Reserve component of the Navy for four to six years, depending upon which option is selected.

PLAY AN INSTRUMENT? HERE'S YOUR CHANCE

Requests are desired from qualified personnel for courses at the U.S. Navy School of Music, Washington, D. C., it was announced by BuPers Circ. Ltr. 118-47 (NDB, 15 July).

Because of the loss of many Navy musicians through demobilization, and the limited number of capable musicians in the regular Navy, many Navy bands heve been forced to discontinue. Applications for any one of the three courses given at the school should be submitted via channels to BuPers. All applicants must have at least two years of obligated service.

A basic course of varying length is open for PO3s and non-rated personnel. Successful completion of this course is one of the requirements for advancement to MUS3. Applicants for the basic course must qualify in sight reading on one or more of the following instruments: flute, clarinet, coronet, saxophnne, french horn, baritone, trombone, tuba, drums, string bass (preferred to double on tuba), and stringed instruments (preferred to double on any wind instrument or drums). Applicants may also qualify in band and dance orchestra training, sight singing and dictation, private instrumental instruction, harmony, general training course, elementary theory or history.

An advanced course of one year is open to MUS1s who have had at least six years of naval service, one year of which must have been sea duty as a MUS1. Applicants must have at least 30 months' obligated service. Successful completion of this course is one of the requirements for advancement to CMUS, and consists of the following subjects: sight singing and dictation, theory, history of music, bandstration, musicology, conducting and band administration.

Personnel for refresher courses of various lengths will be ordered by BuPers to the school as required to assemble new bands and orchestras.

Application forms for the courses are being distributed to commands.

Appropriate Changes Made In MarCorps Lineal List

Appropriate changes in the Marine Corps lineal list have been made in compliance with Presidential regulations pursuant to Public Law 347, 79th Congress, it was announced in Alnav 136–47 (NDB, 30 June.)

The President's regulations were quoted as follows: "Naval aviators of the Marine Corps and Marine Corps Reserve and specialists of the Marine Corps and Marine Corps Reserve of commissioned rank who were temporarily promoted in due course at a rate different from that of their general duty contemporaries will be placed on the list in the position each would have occupied if he had been promoted in due course with his general duty contemporaries."

The regulations also said, "Each former Reserve officer who, subsequent to 8 September 1939, shall have been appointed to commissioned rank in the regular service other than pursuant to Public Law 347, 79th Congress, shall have such higher lineal position to which he would be entitled under Section 6 of these regulations had he remained in the Reserve and transferred to the Regular Navy, (MarCorps) pursuant to Public Law 347, 79th Congress."

Officers affected by the above portions of the regulations were reappointed on 1 July 1947 to the ranks they formerly held for temporary service. The temporary appointments were considered to have been effected unless expressly declined, without necessity for acknowledgement or physical examination.

The MarCorps said the action also restored the proper relative lineal position of naval aviators who were reduced in rank in accordance with Alnav 126–47 (NDB, 15 June; ALL HANDS, July 1947, p. 53).

Further adjustments in the lineal list were announced in Alnav 148-47 (NDB, 15 July), which reported the termination of temporary appointments of certain named officers in the ranks of lieutenant colonel, captain and second lieutenant, their reversion to permanent rank and reappointment to temporary ranks of major, first lieutenant and CWO, effective 1 July.

Alnav 148 said, "Action taken in this Alnav is for purpose of reducing number in grade of lieutenant colonel and to place other officers in same class or group in same rank."

Inventory Control Affects Every Sailor; Key Factor In Navy's New Supply System

Inventory control is something the Navy is very much interested in these days. It's the key factor in the new Navy Supply System, and so it affects every Navy man who wears shoes.

The postwar Navy is to the prewar Navy as the 10-story department store is to the corner grocer. In prewar days, the Navy stocked 250,000 items in its supply agencies; today, the stock includes 3,000,000 different items. In dealing with that huge number of separate and distinct items, it's a neat trick always to have just the right number of each item on hand to supply the need; to avoid having a surplus of jeep tires and a shortage of black socks. And that's where inventory control comes in—rather, *came* in, in 1944, when wartime pressure caused older systems to buckle and split at the seams.

Inventory control is a means of insuring a balance between supply and demand for each item of material needed in the Navy. It is a means, ideally, of always having chow and whaleboat spares at hand, whether they are needed in Coco Solo or Bayonne, N. J.

In order that this Utopia may exist, two steps are required. The first is the identification and cataloging of all the Navy's material. The second is the establishment of central stock control points for all categories of material in use in the Navy.

The first step, in the Navy, has involved a monumental effort of collecting, collating, editing and otherwise processing vost warehouses of information to be printed, in a form as handy as a telephone book, in the Catalog of Navy Material. The results of this cataloging effort so far have been rather more than spectacular. For instance, 225,500 different stock and reference numbers assigned to anti-friction bearings were reduced to a total of 8,500 different numbers. More than 100,000 airplane engine parts were reduced to 4,200. The airplane engine parts reduction already has resulted in savings of $275,000,000, enough to operate the Aviation Supply Office at wartime capacity for 35 years.

The completed catalog will tend to prevent several expensive and inefficient practices which were inevitable under older supply systems. It is expensive to stock identical items under different stock numbers. It requires more purchase and shipping orders, more stock cards, more warehouse space and more personnel. At times, it has meant that machines in the fighting zones were immobilized for an apparent lack of spare parts which were actually in stock but under a different set of numbers.

When cataloging has been completed, the Navy will have attained a common cataloging language so that storekeepers and electronic technician's mates will be calling the same thing by the same name. It will be possible to attain real, Navy-wide inventory control where stocks can be regulated to meet actual requirements.

The second step is the establishment of supply demand control points. Many control points already are operating. About 19 will be established when the plan is completed. They include the Aviation Supply Office, the Electronics Supply Office, the Submarine Supply Office, the Ship's Parts Control Center and the Ordnance Stock Office.

It is the duty of these control points to conduct a continuing supply-demand review in the category of material in which each is interested. Each control point will continually estimate demand on the basis of current needs and planned future needs, and each will continually compute supply on the basis of materials on hand and on order. Each, too, will adjust supply to demand by redistribution of local excesses to meet needs at other activities, by declaring items surplus to the Navy's needs, or by buying more stock. One established control point already has saved nearly one and a-half million dollars by its realistic approach to the supply-demand problem.



FLYING SAUCER seen over control tower at NAS Los Alamitos, Calif., also had a cup. Coffee and spoon didn't get in picture.

Appeal Decision Awarding Odenwald Salvage Money to Crews of Omaha, Somers

A decision of the District Court of Puerto Rico awarded salvage money to 51 officers and 829 enlisted men who were members of the crews of USS *Omaha* (CL 4) and USS *Somers* (DD 381) during the period 6-17 Nov 1941, but an appeal is pending in the U.S. Circuit Court of Appeals in Boston and it will be at least early 1948 before the men learn what, if anything, they will be paid.

This litigation arose out of a very unusual situation when the *Omaha* and *Somers*, engaged on neutrality patrol, stopped and challenged the German motor vessel *Odenwald* which had been disguised and was carrying the nameboards of the American vessel *Willmoto* from Philadelphia (see ALL HANDS, March 1947, p. 31). As a preventive against capture, the blockade-running *Odenwald* had time bombs and other apparatus arranged to sink the vessel. As the boarding party boarded the ship, they were *Omaha* left, explosions were heard and the *Odenwald* hoisted "Fox-Mike," meaning, "I am sinking. Send boats for passengers and crew." As the party boarded the ship, they were told, "This is a German ship and she is sinking." At great risk, the members of the party stopped the flooding and after a perilous 11-day voyage brought the *Odenwald* into San Juan, Puerto Rico.

Since the Odenwald was in danger of sinking, the situation was one where a salvage claim could be asserted for preventing her loss. The Secretary of the Navy and the President, in 1941, requested the Department of Justice to file suit on behalf of the U.S. and of the crews of both vessels for salvage. In the usual course, charges for salvage have not been made by Government warships, but this was considered to be a special situation.

Ligitation on the matter, suspended during the war, was finally settled at Puerto Rico. The decision of the District Court sets forth in great detail the circumstances of the matter. The decision states, in part:

"The *Odenwald* was not in possession of her people when the boarding party from the *Omaha* took over. She was then a derelict. She had been abandoned by her master and her crew. The testimony is clear to the effect that her own captain was of the opinion that she was going to sink 'within 20 minutes' and for that reason they had abandoned her.

"There is nothing in the law forbidding collection of salvage by the United States. It is true that it is very seldom claimed, but this is merely self-denial on the part of the Government and it does not preclude

salvage award to the United States.

"In connection with the question of Wilhelm Sidell it appears that upon the occasion the boarding party was attempting to start the engines of this vessel and thus to salvage her. Willie Sidell, one of the *Odenwald's* crew, indicated by manual gesticulation that a certain flywheel necessary to the starting of the engine was not being spun with sufficient rapidity. This, under the testimony, was not the effort of a man interested in salvaging his own ship, but rather the instinctive gesture of an engineer who is unwilling to stand by and permit familiar machinery to be mishandled. Therefore, the contention that the MS *Odenwald* was saved by a member of her crew and not by the personnel of the USS *Omaha* and USS *Somers* can not be sustained."

The District Court made the following salvage awards: Each member of the boarding and salvage party, that is, those who were officially so logged and so found by the District Court, were awarded $3,000 each. All other personnel on the two vessels were awarded two months' pay and allowances amounting to a total of $124,211.66. The U.S., as the owner of the *Somers* and *Omaha*, was awarded $30,000 salvage plus the expense involved of $42,212 40. An appeal has been taken by the interests of the salvaged vessel to the Circuit Court of Appeals in Boston.

Notices have been sent to all members of both vessels. Due to the fact that some personnel have changed addresses since separation from service, some difficulty has been experienced in notifying all personnel involved. Such personnel should return the circulated form and send their addresses (where changed from Navy Department records) to the Chief Admiralty Officer, Office of the Judge Advocate General, Washington, D. C.

Issue Is Authorized of Dependents' Travel

Issue of dependents' transportation involving excess cost was authorized by Alnav 138-47 (NDB, 30 June), which cancelled Alnav 25-44 (NDB, Jan-June 1944). The latter Alnav had suspended the authority.

Alnav 138-47 provided that effective 1 July 1947, applicable to travel in the U.S. only, "authority granted issue transportation dependents involving excess costs when entitled to transportation and properly requested by officer or man on SandA Form 33. . ."

The Alnav also provided that such TRs will not be issued for sleeping accommodations of a type superior to that to which entitled by regulations, and that incurring of excess costs by personnel about to be separated from the service should be avoided.

Navy Restates Policy In Matter of Claims Against Its Personnel

Policy of the Navy in matters of claims and complaints against naval personnel by reason of indebtedness was restated in BuPers Circ. Ltr. 95-47 (NDB, 31 May).

The letter declared, "The Department has maintained as a steadfast policy that it is not and will not be used as a collection agency. The Department has no authority to direct or control the pay of officers and men and disclaims responsibility for private indebtedness of individuals in the naval service."

The letter elucidates this policy at length, and furnishes a comprehensive guide to commands in handling the problems raised by such claims.

The letter makes clear, however, that indiscriminate purchase of non-essentials, and excessive extension of credit for essentials (food, clothing, rent, uniforms of CPOs, cooks and stewards) are to be discouraged, and that the Department will take action in the best interest of the naval service in aggravated cases.

The letter reiterated that the Navy desires that its personnel exercise thrift, and that they so order their lives that they will be able to live within their means. BuPers decried the tendency of a minority of businesses of varied types, and their agents, who too-readily extend credit to naval personnel on bases not in keeping with good business practice and in the hope that the Navy will assist them in collecting bad debts. Such practices, BuPers said, "cater to irresponsibility and the desire to live beyond one's means."

The letter pointed out that there is no legal basis on which the Navy can assist a creditor in collecting money from a member of the service, and that creditors therefore must seek redress by civil means.

The letter declared that the Navy must take positive action, however, in cases where naval personnel have failed to provide support for legal dependents. The Bureau declared such support must be provided until legal exemption is secured.



"LIBERTY CARD, MAC!"

Short Wave Programs Beamed To Atlantic

The New York short wave station of the Armed Forces Radio Service offers two hours and 45 minutes of "live" broadcast daily, featuring ball games, interviews and special events. The station is on the air daily from 1800 to 2045 GCT.

The broadcasts are beamed to Europe, the Mediterranean, the Atlantic and Caribbean, with transmitters operating on the following frequencies:

WRCA	15.150 mcs
WBOS	15.210
WLWL-1	17.955
WLWL-2	17.955
WOOW	21.500

Each Monday at 1800 GCT, the program schedule for the ensuing two weeks is broadcast. Daily, the schedule for the following day is broadcast.

Rules Listed Governing Delivery of Personnel to Civil Authorities

Regulations regarding delivery of naval personnel to civil authorities were stated in Alnav 145-47 (NDB, 30 June), which cancelled Alnav 95-42. The new Alnav did not materially change the provisions of the old, but in effect reestablished it.

Alnav 145-47 provided that, pursuant to Appendix C4 and C8, Naval Courts and Boards, authority is granted to deliver, in the continental U. S., Alaska, Hawaii and Canal Zone, enlisted men of the Navy and Marine Corps to civil authorities of the U. S. Government, territories, states of localities, without procuring prior authority from the Navy Department, provided a proper warrant is presented. Report of delivery in each case will be forwarded to the Navy Department with copy to BuPers or the Marine Corps.

Delivery will not be made without proper specific authority of the Navy Department in cases where disciplinary proceedings are pending against the individual, or the individual is undergoing sentence, or in cases of requests by state, local or territorial authorities for an individul not within such state or territory, in which cases the provisions of Appendix C9, NCB, continue to apply. Commanding officres should refer unusual cases to the Navy Department prior to delivery.

Modifications in Navy Discharge Procedures Listed

Navy discharge procedures came in for some modifications in new Chap. 9, Part D, Secs. 1 and 2, BuPers Manual, being issued to the service. Some of these changes are discussed here.

The new Sec. 1, which concerns "Discharges," lists five types of discharge as follows: Honorable Discharge, a discharge of honorable classification, given by administrative action; General Discharge, a discharge under honorable conditions, given by administrative action; Undesirable Discharge, a discharge under conditions other than honorable, given by administrative action; Bad Conduct Discharge, a discharge under conditions other than honorable, given by general or summary court martial; Dishonorable Discharge, a discharge under dishonorable conditions, given only by general court martial. (A story on the new honorable and general discharge certificates appeared in ALL HANDS, July 1947, p. 52).

Reasons for discharge are listed in the new section as follows: (a) expiration of enlistment; (b) convenience of government; (c) dependency; (d) minority; (e) disability; (f) unsuitability; (g) inaptitude; (h) unfitness; (i) misconduct; (j) sentence of court martial.

• **Honorable Discharges** — A person discharged for any one of the following reasons may be entitled to an honorable discharge: expiration of enlistment, convenience of the government, dependency, minority, disability. To qualify for an honorable discharge, the individual must have rendered excellent service and fulfilled various other conditions. Excellent service is defined as proficient in rating, industrious and possessing a good conduct record. (Minimum final average marks are 2.75 in proficiency and 3.25 in conduct.) The individual must not have been convicted by GCM, and must not have been convicted more than once by SCM. However, regardless of previous record, an individual who has been awarded the Medal of Honor, Marine Corps Brevet, Navy Cross, Distinguished Service Medal, Silver Star Medal, Legion of Merit, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Commendation Ribbon, Gold Life Saving Medal, Silver Life Saving Medal or any Army award corresponding to the above, is entitled to an honorable discharge provided his record, subsequent to the act for which commended, entitles him to it. An individual discharged as a result of disability incurred in line of duty and resulting from action against an enemy normally will be given an honorable discharge, regardless of his previous record.

• **General Discharges**—This type of discharge is a separation from the service "under honorable conditions." It is given for the same reasons as an honorable discharge, and is issued to individuals whose conduct and performance of duty have been satisfactory but not sufficiently deserving or meritorious to warrant an honorable discharge. It is also given for the additional reasons of inaptitude and unsuitability.

• **Undesirable Discharges**—This type of discharge is a separation under conditions other than honorable and is given for unfitness or misconduct.

• **Bad Conduct Discharges**—This is a separation under conditions other than honorable, and may be given only on approved sentences of general or summary courts martial. It is appropriate for offenses that warrant separation as a punishment, but which are not of a sufficiently grave nature to warrant dishonorable separation.

• **Dishonorable Discharges** — This type of discharge is a separation under dishonorable conditions, and may operate to deprive the individual of some of his civil rights. It may be given only by approved sentence of general court martial, and is appropriate for serious offenses warranting dishonorable separation as a punishment.

Other modifications and changes issued in the new Sec. 1, Chap. 9, Part D, included:

• **Convenience of the Government**—The Bureau may authorize or direct discharge of enlisted personnel for the convenience of the government for any of these reasons: general demobilization, or by an order applicable to all cases of a class of personnel specified in the order; to accept appointment as an officer in another branch of the armed service; to accept appointment as a cadet or midshipman to the Military, Naval or Coast Guard Academies; pregnancy; other good and sufficient reason when determined by the Bureau in accordance with such policies as may be adopted from time to time.

• **Own Convenience; Purchase and Furlough Without Pay**—The Bureau, as a policy, will not discharge enlisted or inducted persons for their own convenience. In this category are included requests for discharge submitted solely for the purpose of (a) accepting civil employment, (b) returning to school, (c) entering another branch of the armed forces in an enlisted status, (d) accepting employment with other government agencies in a civilian capacity. Discharges will not be authorized by "purchase." It is not the Bureau's present policy to grant furlough without pay.

• **Dependency**—Each request for a dependency discharge will be carefully and sympathetically considered by the Bureau, but submission of request is not of itself assurance that such a discharge will be granted.

The Bureau may direct a dependency discharge when it is considered that undue and genuine hardship exists, that the hardship is not of a temporary nature, and that the conditions have arisen since the individual's entry into the service.

Examples of meritorious cases are those in which the evidence shows

WAY BACK WHEN

Ships once Used Half-Hour Glasses

Back when an hour glass ashore had become a way to describe a woman's figure, the Navy clung to this old way of measuring time aboard ship. The early pendulum clock had proved unsatisfactory in the roll and pitch of a ship at sea.

Ships really used half-hour glasses, the tradition being that in the early days a half-hour at the wheel was enough for any man. In addition, it was necessary that whoever turned the glass be prepared to call all hands to man the pumps, a job that frequently had to be done at half-hour intervals.



A minute glass was early used to help determine the speed of a ship. One seaman stood by with a glass while another cast off the log line, marked off with knots a certain distance apart—the distance the ship would have gone in a half-minute if her speed was one mile an hour, about 8 fathoms. As the log splashed into the water, the glass was turned; when the half minute was up the fathoms were counted off and the miles per hour—or knots—of the ship was figured.

The custom of ringing bells instead of keeping ordinary shore time resulted from the use of the half-hour glass. Every time the watch at the wheel was changed and the half-hour glass turned over, the bell was rung. It was rung an additional time each half-hour until the end of the four-hour watch when the procedure was begun all over again.

Only once a year sixteen bells was struck. At midnight 31 December the oldest man aboard ship rang out the old year with eight bells. Then the New Year was ushered in with another 8 bells by the youngest man aboard.

that either (1) as a result of the death or disability of a member of an individual's family the discharge of the man concerned is necessary for the support or care of a member or members of his family, or (2) the individual or his family is undergoing hardships more severe than the circumstances normally encountered by all dependents or families of members of the naval service, that this hardship is not of a temporary nature and that the discharge of the individual will result in elimination of, or will materially alleviate, the condition and that there are no means of alleviation readily available other than by such discharge.

Discharges will not be authorized purely for financial or business reasons, for personal convenience, when an individual is under charges or in confinement, or when an individual requires medical treatment.

An enlisted or inducted person will be permitted to submit a written application for discharge for dependency (hardship) to the Bureau via his commanding officer. Sympathetic consideration and assistance will be given him in preparation of his request. Such requests must be accompanied by at least two affidavits substantiating the dependency or hardship claim. One such affidavit should, if possible, be from the dependent concerned. If dependency is a result of death of a member of the family, valid proof of death should be furnished.

Requests should contain the following additional information: reason in full for request; complete home address of dependent and applicant; names and addresses of persons familiar with the situation; statement as to marital status and date of marriage; financial obligations, specific amounts and modes of contributions to dependents; names, ages, occupations and monthly incomes of members of the individual's family, if any, living in the home or vicinity, and the reasons why these members cannot provide the necessary care or support of the individual's family.

• **Minority**—The Bureau may authorize or direct the discharge of enlisted personnel for minority.

The statutory age for enlistment in the Navy is as follows: USN (male), 14 years; USNR (male), 17 years; USNR (women), 20 years. The administrative age at which persons will be accepted for enlistment in the Navy is: USN (male), 17 years; USNR (male), 17 years; USNR (women), 20 years.

The law requires consent of a parent or guardian to be obtained prior to enlistment of a minor under 18 years of age. If for any reason proper consent is not obtained prior to the enlistment of a minor in the USN or USNR, discharge will be authorized upon request from parent or guardian provided such request is received within 90 days after the enlistment (see below for exception); the discharge of a USNR male will be authorized upon request of the parent or guardian, provided such request is originated before the minor's 17th birthday, or within 90 days after his enlistment, whichever is later. If no such requests are received, tacit consent is assumed.

Normally, a minor will not be discharged because of minority on his own application. If it comes to the attention of a commanding officer that a minor may have enlisted without consent of parents or guardian, or that his age was misstated, such fact should be reported to BuPers. In submitting his report, the CO should, after observation of the man concerned, include a statement as to whether in his opinion the man is sufficiently mature for retention in the naval service.

The discharge of any enlisted woman who is determined to be under the age of 20 is mandatory and application of parent or guardian is not required. However, her enlistment may be considered binding where information as to her true age is not received before her 20th birthday.

Special instructions will be issued by the Bureau to certain commands from time to time relative to disposition to be made in cases of minors who, after induction or enlistment, are discovered to have misrepresented their ages or to have enlisted without proper consent. In the absence of such special instructions any cases in these categories must be reported promptly to the Bureau for consideration and disposition.

• **Unsuitability** — Discharge will be directed for this reason by the Bureau, to rid the service of persons considered unsuitable because of psychiatric or neurological handicaps, enuresis, personality disorders or defects, or other good and sufficient reasons as determined by administrative process.

COs shall not effect discharge for unsuitability, except when specifically authorized by the Bureau. COs may refer cases to BuPers for decision. Before recommending discharge for unsuitability, COs must investigate the case thoroughly, and inform the person concerned of the contemplated action and the reasons for it. The person concerned shall be given an opportunity to make any statement in his behalf that he may desire. If doubt exists as to the existence of a mental and/or physical disability as the cause for unsuitability, the enlisted person should be brought before a board of medical survey for a determination of fact.

• **Misconduct** — The new section included this new reason for discharge. The Bureau may direct the discharge of an enlisted or inducted person for misconduct for any one of the following reasons: an individual who has deserted and who has not been brought to trial; an individual convicted by civil authorities; an individual who has perpetrated a fraudulent enlistment. The enlistment of a minor with false representations as to age, or without consent, will not alone be considered a fraudulent enlistment. COs must make prompt reports to BuPers of all circumstances surrounding a case included in any of the above categories.

In other respects, the rules regarding discharges remain relatively unchanged. For details, see the new sections of Chap. 9, Part. D. BuPers Manual.

Graduates of BuPers Schools Will Return To Commands

Return of graduates of BuPers schools to their original commands was made "normal procedure" by BuPers Circ. Ltr. 109-47 (NDB, 15 June), which announced new policies for assignment of the graduates.

BuPers said its new policies will:

• Permit COs to select their best qualified candidates for schools in the full knowledge that their men will be returned to them.

• Permit schools to operate at maximum student capacity.

• Reduce failures caused by non-qualified students.

• Permit Bureau commitments to be met quickly.

The letter said COs are authorized to write "through orders" on enlisted persons transferred to schools, to guarantee return of their men. Certain minor exceptions will be made to the foregoing procedure, in the case of men being transferred to schools which will qualify them for rates or billets for which no allowance exists in the transferring command, and in cases where the command may become deactivated after the individual is transferred to the school.

Such cases will be few in number because it is the intent of BuPers to make assignments to such schools from personnel becoming available in general detail through reenlistments, rotation of duty from outlying bases or shore duty. Service force commanders will be required to meet the commitments for special projects and new construction which previously have been borne by BuPers, and which cannot be met from general detail sources.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 129—Forty-second in a series listing officers selected for transfer to USN.

No. 130—Allows payment of travel allowance to enlisted men going on terminal leave, regardless amount of pay to man's credit (refers to Alnav 113-47; NDB, 15 May).

No. 131—Revises scale of daily ration allowances (see this page).

No. 132—Further instructions re the personnel accounting system.

No. 133—Announces changes in personnel accounting system instructions.

No. 134—Establishes new terms of enlistment and reenlistment in USN (see p. 39).

No. 135—Directs conservation of scarce gasoline stocks.

No. 136—Announces certain changes in Marine Corps lineal precedence (see p. 43).

No. 137—Continues in effect until further notice instructions regarding transportation of dependents from overseas to the U.S.

No. 138—Allows issue of transportation to dependents involving excess costs (see p. 45).

No. 139—SecNav declares ". . . every person in the naval service is at liberty to voice his professional and personal opinion when testifying before a committee of Congress on the proposed National Security Act of 1947."

No. 140—Directs 30 June inventory of entertainment movie programs.

No. 141—Forty-third in a series listing officers selected for transfer to USN.

No. 142—Prescribes certain ration values (see this page).

No. 143—Orders ships to be full dressed or dressed as appropriate on Saturday, 5 July, in observance of John Paul Jones bicentennial (see p. 36).

No. 144—Extends authority for naval officers to travel on outstanding repeated travel orders until 30 June 1948.

No. 145—Reviews instructions regarding delivery of naval personnel on request of civil authorities.

No. 146—Reports provisions to allow obligations and expenditures of funds if Naval Appropriation Bill not enacted by 1 July 1947.

No. 147—Provides early discharge and reenlistment, to space more evenly personnel turnover during fiscal 1948 (see p. 40).

No. 148—Announces further revisions in Marine Corps lineal precedence (see p. 43).

No. 149—Announces date of FCT candidate examination as 28 July.

No. 150—Provides for labeling of duplicator fluid containers (see p. 12).

No. 151—Outlines amendments to executive order governing cash clothing allowance of enlisted men of the Navy and Coast Guard, including Reservists.

No. 152—Lists officer candidate training appropriation expenditure account numbers to be used for fiscal year 1948 only.

No. 153—Assigns new pay groups, effective 1 July 1947, for officer candidate training.

No. 154—Asks for reports from medical activities using, or having custody or cognizance of Navy-owned radium used in civilian institutions.

No. 155 — Requests applications from certain regular Navy officers for 37-week joint Army-Navy Guided Missiles Course.

No. 156—Lists officers appointed to grade of major for temporary service in MarCorps and MarCorps Reserve.

No. 157—Prescribes new requirements in preparation of applications for family allowance (see p. 38).

NavActs

No. 13—Announces procedure for pay records (SandA Form 500) opened for Naval Reserve personnel ordered to training duty with pay for periods extending beyond 30 June 1947.

No. 14—Requests applications from officers for course in electronics engineering.

No. 15—Gives new pay for midshipmen in accordance with Public Law 96 (see p. 11).

Cost of Food Increases Daily Ration Allowances; Boosts Effective 16 June

Reflecting the rising cost of food, daily ration allowances were increased by Alnav 131-47 (NDB 15 June).

The directive modifies paragraph 41102-3, BuS&A Manual, by substituting the following daily ration allowances:

Continental U.S.—75 and under, one dollar; 76 to 125, 93 cents; 126 to 200, 87 cents; 201 to 500, 82 cents; 501 to 1000, 78 cents; 1001 and over, 72 cents.

Outside Continental U.S.—An increase of five cents for each of the foregoing groups.

Submarines—An additional allowance of 11 cents for periods in full commission. This allowance will not apply during periods in reserve or inactive status.

The increased allowances apply only to rations for the period beginning 16 June. Except as modified, paragraph 41102 will remain in effect. Necessary changes will be made to BuS&A Manual.

Later, Alnav 142-47 (NDB, 30 June) prescribed the following ration values for fiscal 1948: commuted ration, 75 cents; leave ration, 75 cents; midshipmen ration, $1, and hospital ration, 91½ cents, all effective 1 July.

Form Devised to Give Statement of Service

A new standard statement of service (NavPers 566) has been devised to provide a handy form for data needed by men reenlisting, it was announced in BuPers Circ. Ltr. 101-47 (NDB, 15 June). Commands were directed to requisition supplies of the form, which may not be reproduced, and to make certain modifications to BuPers Manual.

The need for NavPers 566 was felt because other forms do not provide all the data needed for reenlistment purposes. The circular letter commented that in view of this, "the need is apparent for a standard document containing all pertinent data in event of reenlistment for opening service records, duty assignments, advancements in rating, and so forth. This is further evidenced by the constant flow of inquiries to the Chief of Naval Personnel for such information as contained on this new form.

The work load in preparation of such correspondence and the replies thereto, together with the handicap, if not injustice, to the individuals concerned that is created by the lack of information, far exceeds the clerical work involved in completing the standard statement of service (NavPers 566) for enlisted personnel upon discharge."

Dependents' Travel Rules Remain in Effect

Current instructions which govern transportation of dependents from overseas to the U.S. will continue in effect until further notice, it was announced by Alnav 137-47 (NDB, 30 June).

Transportation instructions are given in SecNav Ltr. (corrected) dated 10 Jan 1946 (NDB, 46-66) and in Alnavs 143-46, 346-46 and 358-46.

'NUMBER, PLEASE, MAC'

"The voice with a smile" is now ship's company aboard some of the Navy's sea-going vessels.

The Navy has completed negotiations enabling some ships at sea to take advantage of the Coastal Harbor Service, a commercial ship-to-shore telephone system. Personnel on board a ship subscribing to this service may call any telephone in the U.S. when their ship is at sea within a few hundred miles of the U.S.

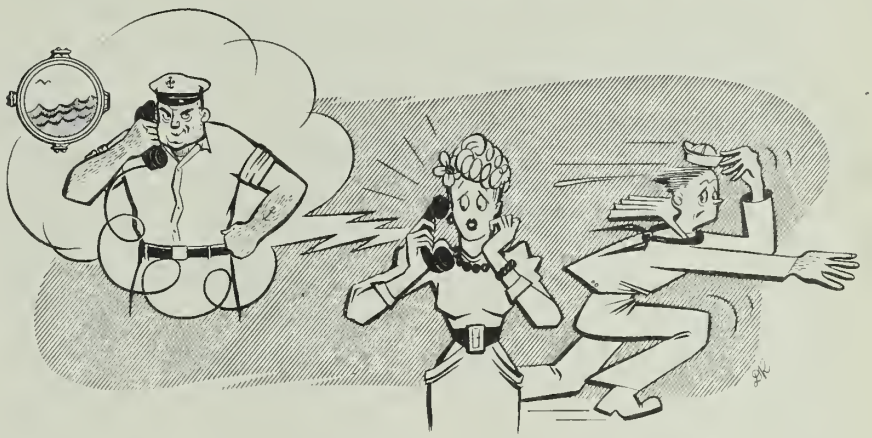
Fleet commanders may authorize ships under their command to use the service, but it is up to the CO of each ship so authorized to decide whether his will subscribe to it.

The service is limited and calls can be made only from ship to shore.

Up to approximately 150 miles from shore, the "link" charge is $1.50 for each three-minute call to shore, which is added to the regular telephone call charges on land. In Zone 2—past the 150-mile limit—the charge is higher.

Naval vessels having the necessary equipment aboard may use the service, but equipment will not be installed on any Navy ship especially to permit operation of the new service. Practically all standard Navy transmitters and receivers designed for voice emission or reception are suitable for this service. Tests show that transmitters particularly suitable are the TBL, TCK-3 and TBM. Models TCS and TDE are suitable only for short range, due to their low power output. Receiver model RBB has proved to be somewhat superior to other models for this purpose, but the RBS or RAO-2 may be used.

Separate frequencies are used for the two directions of transmission, one from ship-to-shore and another from shore-to-ship. For operating frequencies, location of telephone company shore stations and their call signs, see table on this page.



The communication officer will prepare a letter containing pertinent information to the Coastal Harbor Service to start the service. After service has started, his duties will include preparing forms to be filled out by users of the service, selecting and adjusting transmitter and receiver for best performance, providing instructions to users, collecting all charges, including federal tax, in cash for service, maintaining a record of all collect calls made, keeping technical liaison with the telephone company technical operator, and any other such duties pertaining to this service as the CO may prescribe.

To place a call, a person on board ship will fill out a form containing his name, serial or file number, rank or rate, land telephone number and location to be called, whether or not call is collect, and time call is to be made (COs will designate hours in which calls can be made). On this form, the amount of charges will be entered and the communication officer will sign it. One copy of the form serves as a receipt for the caller.

The transmitting and receiving sets are now tuned to the desired shore station frequency and the ship's technical operator will listen to make certain the circuit is not in use. If the circuit is clear, the operator will put the transmitter on the air for a few seconds. If there is no response by the shore station, it should be called by voice.

When the operator ashore responds, the name of the ship, zone location, the city and land telephone number desired will be given and the time and charges requested.

The "push-to-talk" and "release-to-listen" operation is used because it is considered the most practical and satisfactory system. Instructions in the use of this system will be given to personnel on board ships subscribing to the service.

Upon completion of the conversation, the operators should be notified immediately to prevent tying up the circuit and preventing others from making calls. The communication officer will collect all charges in cash immediately after calls are completed. Calls may be made person-to-person, station-to-station or any way possible on land phones, with charges applied proportionately.

One-third of the radio link charge collected for calls will be put into the ship's recreation fund and will be made available to the CO for expenditure. The recreation officer will make payment of monthly bills as submitted by the telephone company.

Information which will assist the recreation and communication officers in carrying out their duties in regard to the Coastal Harbor Service, is being distributed in the form of a booklet (OpNav 20-23).

Table of Relay Stations for Ship-Shore System

Station	*Call Sign*	*Frequency in kilocycles* *Transmitting*	*Receiving*
*Boston, Mass.	WOU	2506	2110
New York, N. Y.			
Staten Island	WOX	2522	2126
Staten Island	WOX	2590	2198
**Ocean Gate (N. J.)	WAQ	2558	2166
Wilmington, Del.	WEH	2558	2166
Norfolk, Va.	WGB	2538	2142
Charleston, S. C.	WJO	2566	2174
Miami, Fla.	WDR	2514	2118
Tampa, Fla.	WFA	2550	2158
New Orleans, La.	WAK	2598	2206
Galveston, Tex.	KQP	2530	2134
San Pedro, Calif.	KOU	2566	2174
San Francisco, Calif.	KLH	2506	2110
Eureka, Calif.	KOE	2506	2110
Astoria-Portland, Ore.	KFX	2598	2206
	KQX	2598	2206
Seattle, Wash.	KOW	2522	2126

* *Not equipped with automatic signalling. Must be called by voice.*
** *For service to vessels off New Jersey Coast when out of range of WOX and WEH.*

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **AVIATION** personnel, especially inactive Reservists, will be glad to learn that the *Naval Aviation News,* monthly magazine of naval aviation, now is available in an unclassified version and may be purchased by subscription.

The unrestricted version is similar to the restricted issue. Each month the editors will delete the minimum number of paragraphs and pictures from the service version to produce the unclassified copy.

To enter a subscription to the *Naval Aviation News*, address: The Superintendent of Documents, Government Printing Office, Washington 25, D.C. Enclose $2 by check or money order. Specify that you wish to subscribe to the *Naval Aviation News* and state the address to which you wish it to be sent.

The magazine now features several pages of news of Naval Air Reserve activities in each issue.

• **CATS AND DOGS** may be taken into the United Kingdom only under stringent regulations which apply, despite rumors to the contrary, to service personnel as well as to all other persons.

The regulations, briefly, are that every dog or cat landed in Great Britain from abroad must be accompanied by a license (secured from the Ministry of Agriculture and Fisheries) and must be removed to quarantine kennels at the owner's expense where it is required to be isolated for six months.

The British order is a precaution against the introduction of rabies into the United Kingdom, a disease nearly unknown there.

BuPers Circ. Ltr. 120-45 (NDB, Jan-June 1945) remains in effect. It provides that "United States naval personnel shall not be permitted to import dogs into the United Kingdom," except under British regulations in effect.

Unauthorized Copies of Documents Illegal

Persons making unauthorized duplicates of any naturalization documents may make themselves subject to a fine of $5,000 or five years imprisonment, or both, BuPers Circ. Ltr. 114-47 (NDB, 30 June) warned.

The letter said the Commissioner, Immigration and Naturalization Service, U.S. Department of Justice, has informed SecNav that some naval personnel are making unauthorized copies of naturalization certifications in violation of Section 346(a) (29) of the Nationality Act of 1940 (8 U.S.C. 746).

The act provides it is a felony ". . . To print, photograph, make or execute, or in any manner to cause to be printed, photographed, made or executed, without lawful authority, any print or impression in the likeness of any certificate of arrival, declaration of intention, or certificate of naturalization or of citizenship, or any part thereof."

• **OLYMPIC GAMES** are due in London next year, and you may be cheering some bluejackets in this greatest worldwide sports competition. All any sailor has to do to enter the Olympics is prove he's the best in the U.S. in his sport.

Plans are being developed to give Navy athletes a chance to compete, in a number of sports, for berths on the U.S. Olympic Team. The sports include boxing, wrestling, swimming, fencing, track, gymnastics, weight lifting and basketball. When planning is completed, information will be published to the service.

Navy athletes will be selected on the basis of performance in the All-Navy sports program. Top performers will get a chance to compete in tryouts for the U.S. team.

Best advice: While you're waiting for the Navy plans to jell, get yourself onto a ship or station team and get in shape, because, sure as there'll be an inspection next Saturday, you can bet that competition for berths on the U.S. Olympic Team will be the toughest ever faced by Navy athletes.

• **VACANCIES** existing in the NROTC program have resulted in the ordering of 289 additional enlisted men to Great Lakes for processing as candidates. Included in the group were 114 Marines.

These men were chosen from the applicants who took the NROTC exam last January, whose scores placed them next below the initial group of candidates selected previously (ALL HANDS, June 1947, po. 49).

• **MOVIES**, more of 'em quicker, is what the Fleet wants. The Fleet also wants to see better ones.

Some satisfaction of the Fleet's demand is in the offing. BuPers stands ready to do what it can to improve film service, and to that end a conference was called of PacFlt and LantFlt representatives.

It was decided to speed up film shipments by the Navy Motion Picture Exchange in New York, adding four extra pictures, 15 prints of each, to weekly shipments for three weeks immediately. The prints were to be marked "Sea Prints" and made available for ships at once.

After the three weeks' period, the exchange will issue five programs weekly to each Fleet, instead of the four previously provided. It was recommended to ServLant and ServPac that the extra program (all prints) not be circuited ashore at all, but be put into immediate sea print classification.

The Navy plans also to distribute additional 16 mm. prints, as they may be obtained from the film industry, making still more available to the service.

It was decided too that in the Atlantic Fleet inactive ships and ships temporarily laid up for repairs will not get new movies furnished to Navy circuits. Commanders under whom such ships are placed may arrange to receive movies under the Optional Naval District Motion Picture Plan (under which movies are obtained directly from distributors, Independent of the Navy distribution system).

This plan also will be recommended to inactive ships of the Pacific. As they adopt it, the load on the Navy's Pacific movie circuit will be lightened accordingly.

It was pointed out that the optional plan service, which supplies continental shore activities direct should provide more satisfaction for movie patrons than the somewhat slower Navy program circuits.

For ships of the active forces, Western Sea Frontier and service force commanders are rearranging circuits to put more prints into immediate sea film classification. Here it should be pointed out that the Navy Motion Picture Service consists of the Navy Motion Picture Exchange, it's up to the fleets to keep them moving.

Streamlining of the film circuits probably will not completely meet the desires of the Fleet. Certain immutable facts may continue to frustrate the wish of every man that he might see a new Class A film each night. One is the fact that Hollywood only turns out so many pictures a year (346 during a recent 12 months' period, only 107 of which were classed as epics of the supercolossal type turned out by the five top companies, the remaining 239 of which were of

the more modest, or merely colossal, type turned out by other companies).

Another limiting fact is budgetary. Films cost money, whether you see them at the Bijou or on the fantail of the Dayton. The cost of the motion picture service is greater than the amount appropriated by the Congress to support it. BuPers makes up the difference out of non-appropriated funds. It's anticipated BuPers may be as much as $2,000,000 out-of-pocket this year.

Because the film budget is limited, BuPers is gathering opinions and exploring possibilities of financing its movies by other means—perhaps letting the bluejacketed film fan and his command pay part of the freight. No decisions have been reached in this regard.

• **ROTATION** of ships on foreign duty is a firmly established policy of the Navy Department for several cogent reasons. The period of rotation is about six months, with minor exceptions.

The reasons for rotation are these: To maintain morale without moving large numbers of dependents overseas; to maintain thorough and uniform standards of training, without the expensive establishment of training services at the scattered, distant foreign stations; to permit as many officers and men as possible to obtain the valuable experience of contact with a foreign nation and its people; to permit maintenance and repair of our ships in U.S. ports.

It is also Navy policy to assign aircraft carriers to the forces abroad from time to time, to make possible group training and to give aviation personnel equal chance to make foreign contacts.

The Navy Department has reiterated its six-month rotation policy.

Want proof? Ask any salt off USS *Fall River* (CA 131), just home from Japan, or USS *Dayton* (CL 105), just home from the Mediterranean station.

• **ESCORTS** for remains of Navy overseas dead, whose next-of-kin have requested they be returned to the U.S., are being chosen by BuPers from the shore duty eligibility list. Where possible, preference is being given men in those rates for which there are normally few shore billets. Those chosen are being queried as to whether they desire the duty.

Return of U.S. overseas dead is being handled by the War Department, which has selected two ports of entry into the U.S.: New York and San Francisco. The War Department will provide escort from the time of overseas disinterment to the delivery of remains at one of the 15 distribution centers set up throughout the U.S. From the distribution centers to the home of the deceased, or to a national cemetery, a military escort for each deceased person and of the same branch of service as the deceased will be furnished. The escort will be required to deliver the remains to the next-of-kin or their agent, and is authorized if requested by the next-of-kin to remain for a period not to exceed 72 hours to attend the funeral.

Based on the schedule for return of remains, the Navy has determined it will need about 400 enlisted escorts and 15 liaison officers at distribution centers at the start of the program in October, with requirements scaling down during the ensuing year and a-half. BuPers will assign the 15 officers and 180 of the men to this duty. The remaining escorts will be designated for temporary duty from time to time as needed, by commandants of naval districts and river commands.

The War Department, upon arrival of remains in the U.S., will notify next-of-kin by telegram. Further notification will be given, in time to allow for arrangements, of exact arrival time of remains at home of the deceased or at a national cemetery, as selected at the option of the next-of-kin.

The Commandant, Marine Corps, will issue instructions concerning military escorts for Marine Corps overseas dead.

Next-of-kin of U.S. dead have been, or are being, notified that they may elect to have the remains sent home for private burial or for burial in a national cemetery, or elect shipment to a foreign country, or burial in a U.S. military cemetery overseas. Full information is being sent next-of-kin as to action they may take.

• **PHOTOGRAPHERS**, rated men and strikers, will have a chance to show their best in a semi-annual photo competition planned by BuAer.

The contest was planned to provide a big incentive for improving naval photographic techniques. Subject matter is limited to subjects of naval interest, but entries may be made in any of six classes. Semi-annual winners will be named in each class, and from them will be selected a picture-of-the-year.

Entries may be in any of these classes, in which individuals may submit one entry each: Human interest, action, pictorial aerial, military aerial, technical, humor. Photos will be judged on photographic quality, eye appeal, story telling, composition, technical value.

Entrants must be rated photographer's mates and strikers of the Navy and Naval Reserve on active duty, attached to an authorized Navy photographic laboratory. Certificates of merit will be awarded winners, and appropriate entries made in service records.

It was emphasized that the contest should not result in expenditure of additional photographic materials, but should be considered as photographic training and materials should be drawn from the allocation normally set aside for training purposes.

Closing dates for entries will be 30 June and 31 December. Entries received after these dates will be held for judging in the following competition, subject to the restriction that photos submitted must have been taken during the six months preceding the closing date of the competition in which entered.

Results will be reported in official publications, and publication of appropriate selections of entries (after judging) is planned in ALL HANDS Magazine and other naval publications.

Rules include the following:

Entries must be black and white, on 8 x 10-inch single weight glossy paper, on mounting board not larger than 11 x 14 inches.

Entries shall be stamped, numbered and captioned in conformance with standard naval procedure on the reverse of the mounting board, and in addition shall bear the full name, rate and service number of the entrant, together with a statement concerning the class in which the picture is to be entered. Information should be included as to camera and film used, exposure and filter, if any, and developing process.

Entries shall be forwarded with original negatives through regular channels to the Chief of BuAer, clearly marked, "For Semi-Annual Photographic Competition."

Decision of judges will be final; entries will not be returned.

WHAT'S IN A NAME?

Portholes

It was during the reign of King Henry VI of England (1485) that the word porthole came into existence.

The conventional sites for mounting guns aboard ships in that period were the forecastle and aftercastle.

King Henry insisted on having guns which were too large to be mounted in this manner. A French ship builder by the name of James Baker was commissioned to solve the problem.



The situation was solved by piercing the sides of the Great Harry. Watertight covers for the holes were manufactured and when the batteries were not in use these covers were placed over the holes.

The French word "porte" was used to designate the new type opening. This was eventually Anglicized to "port," the openings then becoming known as "ports" or "portholes."

BOOKS: LIVING SEA, HISTORY AND BATTLE REPORTS

HOW OFTEN have you thought how wonderful it would be to leave everything behind and travel—without a worry? It sounds perfect, but such trips never materialize for most of us. The best we can do is get hold of a good book on the subject, and relive the story-teller's adventures.

Three such books are now on the way to your ship or station library. Through these volumes you may choose to travel almost anywhere. With the turn of a page you may invade the Dark Continent and hunt all sorts of animals. Expert native guides will assure your safe return to civilization.

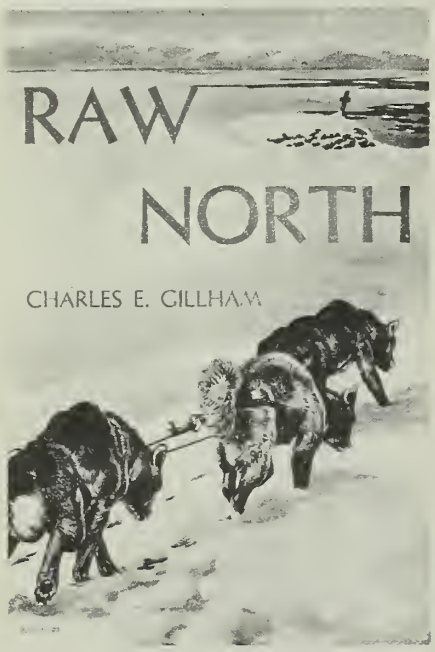
If Africa should prove too hot and rugged for you, another reach into the library will have you soaring up to the northland above the Arctic Circle. Of course, you may be the type that prefers to see America first. An able and new writer has provided a fresh account of the process of "discovering" America. It's Yankee humor of first-class quality.

• **Tomorrow's a Holiday,** by Arthur Loveridge; Harper.

Arthur Loveridge is a naturalist of note whose specialty is reptiles and amphibians. In the course of his lifetime he has made many trips to Africa in search of rare species of animal life. In *Tomorrow's a Holiday,* Mr. Loveridge continues the story of his travels and expeditions in eastern Africa begun in his earlier book, *Many Happy Days I've Squandered,* previously distributed by BuPers.

This time the author takes us on two safaris in Tanganyika territory. These trips provide many interesting experiences; collecting rare specimens in the little known regions of Africa is an exciting life.

This is a fascinating story that carries the reader through torrential rains and across swollen rivers, through a sweltering country, filled with danger.



PICTURESQUE northland with all its hardships and obstacles is described by writer-explorer, ex-marine.

• **The Raw North,** by Charles E. Gillham; A. S. Barnes.

This is an account of one man's experience in the bleak country above the Arctic Circle and the people he knew there.

In a Junkers plane he starts out from Edmonton along with four other passengers and the mail. First stop is Fort McMurray, an unattractive and lonesome outpost. Next on the itinerary is Fort Chipewyan. Here the author is annoyed by a green miniature horse fly, and gives a vivid and humorous description of this scourge of the North.

Charles Gillham, a former marine and for several years a biologist with the Department of Interior, gives us an interesting tale about the North. The behavior and habits of the inhabitants of the frigid region are essential studies for the student of our northern outposts. His description of the trials and tribulations of the Bush pilots, the key men to northern transportation system, will thrill flying enthusiastics.

• **On My Way Home,** by Richard Phenix; William Sloane Associates.

Out of his Army Uniform, with mustering out pay and a car, the author has time on his hands. The result: he decides to take the long way home.

Setting out from his point of discharge, Camp Crowder, Missouri, Richard Phenix follows the heed of Horace Greeley and heads west.

Without a schedule to follow, Phenix makes his first major stop at Salt Lake City. His bank roll is sadly depleted, so he must find work. His description of his first attempts to seek work are entertaining and typically American. To his discomfiture he realizes that the Army had failed to teach him how to find a job.

After being a handyman, he ends up in the city of broken hearts, Reno. Jobs are scarce here, too. Because of that, Phenix decides he doesn't like the place, preferring the High Sierras and the wide open spaces.

Ending up in San Diego, he gives the local "Men Wanted" ads a tryout. As a driver for a dry-cleaning shop he finds that the pick-up and delivery business is not so good. Handling Navy uniforms is too much for him, so he turns in his resignation, and heads for Los Angeles and Hollywood.

In the city of lovely and glamorous screen stars, Richard Phenix makes an unsuccessful attempt to become a journalist and technical advisor for Paramount and Fox studios. Finally, in desperation, he settles for a job as a clerk in Goldberg's Grocery.

However, his most pleasant memory from his Hollywood escapade is Carol, a pretty and wise young co-ed. But even such a lovely attraction as Carol fails to stop the roaming veteran.

However, after a trip to Seattle the wanderlust begins to ebb. Thoughts about going back to college finally become so strong that he gives up his sightseeing trip of America. Nosing his car to the east and the New Hampshire hills, Phenix decides that the old stomping grounds at home are the best places after all.

The book is a perfect example of what young American veterans think and do once out of the service. It is a friendly kind of book — full of humor.

• **Vain Shadow** by Hartzell Spence; Whittlesey House.

Among the many colorful and romantic figures who ventured to these shores in the 16th Century was Don Francisco Orellana, discoverer of the Amazon.

Vain Shadow is a vivid dramatization of the career of this Spanish conquistador whose quest for gold led him across the Andes Mountains into the jungle of the Amazon country. The chronicling of his journey is an amazing record of endurance and faith. It was a terrific battle against all the elements of nature and unfriendly natives as well. He survived the hardships and came back a changed man determined that upon the banks of the Amazon he would found an ideal state of which he would be the benevolent dictator. In his New Andalusia there would be no slavery, no racial, religious or social discriminations and love rather than greed would prevail.

Returning to Spain to seek royal funds for an expedition to found his colony, he succeeds in marrying the beautiful Ana de Ayala, which he thought was the fulfillment of one of

Career Opportunities In Armed Forces Listed

The question "how does military life compare with that of a civilian?" has been expertly answered by Lt. Col. North Callahan, AUS.

In his book, *The Armed Forces as a Career* (Whittlesey House), Lt. Col. Callahan describes fully the opportunities and securities offered to career men of the Army, Navy, Marines and Coast Guard.

To those who are in the process of deciding which of the armed forces to enter, this book offers invaluable advice as to what training and routines, benefits and advantages are to be found within the various services.

Men already in the service will find the information outlined to be of important assistance in helping to plan a more serviceable and profitable career in their chosen field.

his dreams. Finally Francisco and Ana set sail for the New World—after many vicissitudes. It was not an auspicious party, but Orellana was determined to return and so after a perilous voyage he was once more at his chosen spot only to be stricken with malaria.

• **The Moneyman,** by Thomas B. Costain; Doubleday.

For those who like their fiction romantic and robust, *The Moneyman* should fill the bill. It is an historical novel of the 15th Century France and is a worthy successor to the author's earlier best seller, *The Black Rose.*

The setting is France 25 years after Joan of Arc had gone to the relief of Orleans. The English are still at Rouen and Charles VII, a weakling and ineffectual king, sits on the throne of France. Condition of the country is serious, for the war has brought poverty and discouragement to the French. It is the King's Moneyman, Jacques Coeur, whose patriotism, honesty and loyalty save his country, but at the sacrifice of his own success.

Jacques Coeur is a merchant who, not at the expense of others, has become the wealthiest man in France. He is an idealist who enjoys his powers, but believes that the lot of the common people must be improved. Coeur, though he is the King's Moneyman, is still a commoner and his favor with the King leads naturally to jealousy and dislike of the less favored aristocracy. His influence at court is maintained with the assistance of the wise and beautiful Agnes Sorel who has the ear and the heart of the King. Coeur, in his effort to save France, stakes his private fortune on winning peace for France by driving the English from Rouen. This he succeeds in doing only to find that his enemies have been able to ruin him as the King's minister.

For romantic interest there is the lovely Valerie whom Coeur rescues from poverty because of her striking resemblance to Agnes Sorel. Valerie is trained and educated for the role she will take when Agnes Sorel dies, to provide harmony in the court. However, the situation gets out of hand and at the height of his popularity, Jacques Coeur finds himself an outcast.

Variety A La Carte

• **Kenny,** by Louis Broomfield; Harper & Bros.

Three short stories—one of a new love, the other of an older one, and the third a tale of retribution by the French underground.

• **The Magnificient Barb,** by Dana Farolla; Julian Messner, Inc.

Story of a boy and his horse. You'll like this one if you read and enjoyed the Thunderhead series. This time the setting is Georgia instead of Wyoming.

• **The Enchanted,** by Marvin Flavin; Harper & Bros.

A charmingly fantastic story of a group of Spanish refugee children, and what befalls them as they escape from bomb-torn France, survive the torpedoing of the ship carrying them to America, and their final home on the shore of a secluded Caribbean island.

• **The Gentle Bush,** by Barbara Giles; Harcourt, Bruce & Co.

Louisiana, a romantic theme, and a triangular affair all have a place in the development of the plot of this novel of the sugar aristocracy.

• **Vermillion,** by Idwal Jones; Prentice-Hall, Inc.

A Cornish mine operator marries a Spanish land heiress in the California of 1835. From then until 1935 the Cope family is involved in the Five Apostles quick-silver mine. It makes quite a tale!

• **Home Country,** by Ernie Pyle; William Sloane Associates.

A collection of the inimitable Ernie Pyle's writings of America and Americans as he saw and knew it in the prewar days.

• **The Gilded Rooster** by Richard Emery Roberts; G. P. Putnam's Sons.

Story of the Sioux wars of the 1860's and the dramatic events that took place at Laramie.

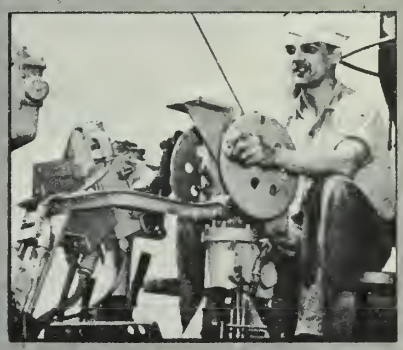
• **The Lonely Carrot,** by Mannis Walker; Dodd, Mead & Co.

What happens when the owners of an historic Eastern shore Maryland estate decide to take in paying guests to save their home. Slightly on the zany side, but amusing for summer reading.

QUIZ AWEIGH

Allow a point for each correct answer and check your score.

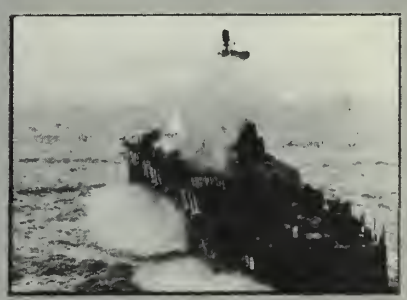
6 correct.....You're 4.0
5 correct.....Very good
4 correct.....Fair
3 correct.....Guess again



1. This sailor is operating (a) winch (b) crane (c) torpedo tube mount.
2. He is called (a) trainer (b) pointer (c) operator.



3. This is the first helicopter to (a) have twin engines (b) carry 10 people (c) mount .50 caliber machine guns.
4. It was designed primarily for (a) rescue work (b) research (c) new altitude record.



5. This is an (a) LSM(R) (b) LCI(R) (c) LST(R).
6. It is firing a barrage against (a) submarine (b) aircraft (c) beach.

ANSWERS ON PAGE 61

DECORATIONS & CITATIONS

MARINE SERGEANT GIVEN HIGHEST AWARD

The Congressional Medal of Honor has been presented posthumously to Sgt. Darrell S. Cole, USMCR, Esther, Mo., for action during the assault on Iwo Jima on 19 Feb 1945.

He led his men up the sloping beach towards Airfield one despite the curtain of flying shrapnel. Personally destroying with hand grenades two emplacements that were impeding the progress of his unit, he continued to move forward until heavy fire from three Japanese pillboxes halted the unit's advance. He put his one remaining machine gun into action and succeeded in silencing the nearest and most threatening emplacement before his weapon jammed. The enemy pinned the unit down a second time.



Sgt. Cole

Gauging the tactical situation and evolving a plan of counter-attack, Sgt. Cole cooly advanced alone to the pillboxes, armed only with a pistol and one grenade. Hurling the grenade at the enemy in a sudden, swift attack, he quickly withdrew and returned to his own lines for additional grenades and again advanced, attacked, and withdrew.

With the enemy guns still active, he ran through the fire a third time to complete the total destruction of the Japanese strong point and the annihilation of the defending garrison in this final assault. Although instantly killed by an enemy grenade as he returned to his squad, he had enabled his company to storm the remaining fortifications, continue the advance and seize the objectives.



Gold star in lieu of third award:

★ LEE, John E., Comdr., USN, San Diego, Calif.: As CO of USS *Croaker*, during her second war patrol in Japanese-controlled waters from 23 Sept to 10 Nov 1944, he penetrated escort screens and launched seven night surface torpedo and gun attacks to sink four ships of over 16,000 tons and to damage an additional four totaling over 11,000 tons.

★ MUNSON, Henry G., Comdr., USN, Waukegan, Ill.: As CO of USS *Rasher* during its fifth war patrol in Japanese waters from 22 June to 3 Sept 1944, and as CO of the coordinated attack group of two submarines, Comdr. Munson launched heavy attacks in the face of persistent countermeasures and scored 21 hits out of 24 torpedos fired. He also enabled the other ship to sink two tankers and a large freighter.

Gold star in lieu of second award:

★ BORTZ, Kilmer S., Lt., USNR, Washington, D.C.: As scout-bomber pilot in BomRon 13, attached to USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he boldly led his division through antiaircraft fire and aerial opposition and scored a direct hit upon a Japanese aircraft carrier, which contrihuted materially to its sinking.

First award:

★ ANDERSON, Robert H., Lt., USNR, Chippewa Falls, Wis. (posthumously): As pilot in FitRon 80, attached to USS *Ticonderoga* in the vicinity of the Philippines, 14 Dec 1944, he led an eight-plane division against 26 enemy airplanes and shot down five of the craft and probably a sixth. When his wingman was attacked and his own ammunition almost exhausted, he dived his plane on a hostile ship, forcing it to abandon the attack.

★ BANISTER, Alan, Capt. (then Comdr.), USN Mystic, Conn.: As CO of USS *Sawfish*, during its seventh war patrol in Japanese-controlled waters 22 June to 15 Aug 1944, he penetrated air screens to inflict serious damage on a 9,500-ton tanker. On another occasion, he contacted an enemy submarine of 1,900 tons and delivered a spread of four torpedoes, three of them direct hits, to sink the vessel.

★ BANKER, Donald F., Lt. Comdr. (then Lt.), USNR, New Orleans, La. (posthumously): As pilot and flight leader in BomRon 19, attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he skillfully directed his group in a strike against a large aircraft carrier and other units. He dived through an intense barrage to score a direct hit on the carrier, contrihuting materially to her ultimate sinking.

★ BLAKELY, Edward N., Comdr. (then Lt. Comdr.), USN, West Los Angeles, Calif. (posthumously): As CO of USS *Shark* during the first war patrol of that ship in Japanese-controlled waters from 16 May to 17 June 1944, he penetrated escort screens to deliver three smashing attacks against Japanese shipping. He contributed materially to the sinking of four enemy ships totaling 30,300 tons and the damaging of one 5,600-ton freighter.

★ BROWNE, George H., Comdr., USN, Mechanicville, N. Y.: As CO of USS *Snook* during its seventh war patrol in Japanese-controlled waters from 6 Sept to 18 Nov 1944, he launched five attacks to sink three ships totaling 22,500 tons and damage two vessels totaling 9,000 tons. While on lifeguard duty, he rescued a downed naval aviator.

★ CALDWELL, Robert H., Comdr., USN, Coronado, Calif.: As CO of USS *Peto* during its seventh war patrol in Japanese-controlled waters from 25 Oct to 6 Dec 1944, he launched repeated attacks on enemy shipping and contributed to the success of the *Peto* in sinking more than 28,000 tons of enemy shipping.

★ CHAPMAN, Melvin L., Lt., USN, San Francisco, Calif.: As a pilot in BomRon 16 attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-bomhing attack on an aircraft carrier and scored a direct hit on his target, despite its evasive tactics. He contrihuted directly to the sinking of the carrier.

★ CLEMENTSON, Merrill K., Comdr. (then Lt. Comdr.), USN, Washington, D. C.: As CO of USS *Blueback* during a war patrol in Japanese-controlled waters, he navigated dangerous seas and made bold attacks against the enemy to sink three ships totaling over 20,000 tons and damaged another ship of 5,000 tons.

★ COLE, Cyrus C., Comdr., USN, New London, Conn.: As CO of a suhmarine during a war patrol in Japanese-controlled waters, he penetrated escort screens despite severe opposition and launched a torpedo attack to sink four ships totaling more than 20,000 tons. Although depth-charged and fired upon, he succeeded in bringing his ship to port without serious injury to the ship or crew.

★ COLE, John S., Lt., USN, Milwaukee, Wis.: As scout-bomber pilot in BomRon 13 attached to USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he fought his plane through antiaircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

★ COPELAND, Robert W., Comdr. (then Lt. Comdr.), USNR, Tacoma, Wash.: As CO of USS *Samuel B. Morse* in the Battle off Samar Island, 25 Oct 1944, Comdr. Copeland closed on an enemy disposition of battleships, cruisers and destroyers to deliver a torpedo attack. Despite a continuous bombardment from large caliber

guns, he inflicted considerable damage. Although his ship was lost, his action in diverting enemy fire from the almost defenseless carriers was a contributing factor in the successful conclusion of the battle.

★ CORSI, Albert J., Lt. Comdr. (then Lt.), USNR, East Orange, N. J.: As CO of *LCI 219* during operations off the coast of Normandy, 11 June 1944, when his ship was riddled by the explosion of an aerial bomb, he rallied wounded members of his crew and despite severe wounds from shrapnel splinters in his head, neck and leg, attempted to beach his ship. Fighting fires throughout his vessel and aiding in the removal of the wounded until it was apparent that the LCI was about to sink, he ordered his men to abandon ship. After all personnel had been evacuated, he left the sinking ship and shortly collapsed from his serious wounds.

★ DAVIS, John M., Lt. (jg), USNR, New Orleans, La.: As a pilot in TorpRon 11, attached to USS *Hornet* in the Battle off Samar, 25 Oct 1944, Lt. (jg) Davis made an attack on a Japanese battleship and scored two direct hits.

★ EARLY, Alexander R., Capt., USN, Baltimore, Md.: As CO of USS *Canberra* in action against the Japanese off Formosa on 13 and 16 Oct 1944, Capt. Early continued to fight his ship despite the fact that it had been bombed in an aerial attack. He directed damage-control tactics and supervised its being taken in tow by another ship. On the latter date, he again fought his ship through an air attack and brought the vessel finally to safety.

★ EDWARDS, William C., Lt. Comdr., USNR, Honolulu, T.H.: As fighter pilot in FitRon 80, attached to USS *Hancock* in the Tokyo area on 16 Feb 1945, he led an attack on numerically superior enemy aircraft. He personally shot down five enemy fighters and probably destroyed another.

★ FLOWER, Richard E., Lt., USNR, Houston, Tex.: As pilot in FitRon 15, attached to USS *Essex* during the Battle for Leyte Gulf, 25 Oct 1944, he scored a bomb hit on a battleship and contributed to the success of the mission.

★ FOLTZ, Frank E., Lt. (then Lt. (jg)), USNR, Detroit, Mich.: As a fighter-bomber pilot in FitRon 18, attached to USS *Intrepid* during the Battle for Leyte Gulf, 24 and 26 Oct 1944, he strafed an enemy cruiser, neutralizing the ship's antiaircraft fire and reducing the opposition to our bombers. Attacking again, he dived from a high level to score a direct 500-pound hit, causing serious damage.

★ GERMERSHAUSEN, William J., Comdr., USN, Groton, Conn.: As CO of USS *Spadefish* during its fifth war patrol in Japanese-controlled waters near the western Honshu coast from 27 May to 4 July 1945, Comdr. Germershausen directed his ship deep into the shallow water of an enemy harbor to launch torpedo and gun attacks which resulted in the sinking of six enemy ships and four small craft.

★ HALE, Cornelius C., Lt. (jg), USNR, Louisville, Ky.: As scout-bomber pilot in BomRon 13, attached to USS *Franklin*, during the Battle for Leyte Gulf, he boldly fought his plane through intense and continuous antiaircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

CHIEF AWARDED NATION'S HIGHEST HONOR

Peter Tomich, CWT, USN, an Austrian orphan who gave his life as a hero during the Pearl Harbor attack, has been awarded posthumously the highest honor the U.S. Government and one of its states can offer.

Gov. Herbert B. Maw of Utah named him an honorary citizen of that state, and Rear-Admiral Mahlon S. Tisdale, USN, Commander Mare Island—Vallejo Area, U.S. Naval Base, San Francisco, awarded Tomich's Medal of Honor to the State as his guardian.

His medal and citation have never been delivered to his family, as letters sent by the Navy Department to his "next of kin" were returned unclaimed—addressee unknown. An extensive search failed to reveal any living relative. No disposition was made of the medal until August of 1943 when it was sent for safe-keeping to USS *Peter Tomich* (DE 242), a destroyer escort named for the Pearl Harbor hero. It remained on the ship until late last year when the ship was decommissioned. The State of Utah requested that she be made custodian.

Tomich, on board USS *Utah* (AG 16, ex-BB 31), on 7 Dec 1941, disregarded the order to abandon ship after Japanese bombs and torpedoes had struck the ship, and remained at his post until all personnel had gone topside and he had secured the boilers to prevent an explosion.

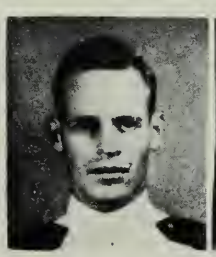
The citation and medal will remain in the State House in Salt Lake City, prominently displayed with a plaque honoring all those men who gave their lives in USS *Utah*.

★ HANSEN, Sigurd, Comdr., USNR, Oakland, Calif.: As CO of USS *Dennis* during action in the Battle of Samar Island on 25 Oct 1944, Comdr. Hansen closed on a disposition of Japanese battleships, cruisers and destroyers. Maneuvering his ship to avoid crippling blows, he launched a short-range torpedo attack and diverted the enemy fire from the almost defenseless carriers to his own ship.

★ HERN, Joseph Jr., Lt. (then Lt. (jg)), USNR, Lawndale, Calif.: As scout-bomber pilot in BomRon 13, attached to USS *Franklin*, during the Battle for Leyte Gulf, 25 Oct 1944, he boldly fought his plane through antiaircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

★ HUDSON, John J., Lt. (jg), USNR, Springfield, Ohio: As torpedo-bomber pilot in BomRon 7, attached to USS *Hancock*, during the Battle for Leyte Gulf, 25 Oct 1944, he launched a glide-bombing attack on a cruiser, scoring a damaging hit on the craft.

★ HYDEMAN, Earl T., Comdr., USN, Piqua, Ohio: As CO of USS *Sea Dog* during its fourth war patrol in the Japan Sea from 26 May to 5 July 1945, Comdr. Hydeman launched torpedo attacks and succeeded in sinking six enemy ships. Commanding three coordinated submarine groups operating concurrently, he also directed his units in destroying 31 ships and 16 small craft and in damaging five other vessels. He executed an escape through hazardous waters and brought his ship safely to port.



Lt. Comdr. Banker



Lt. Bertz

★ ICENHOWER, Joseph B., Comdr., USN, Philadelphia, Pa.: As CO of USS *Jallo*, during its first war patrol in Japanese-controlled waters, from 9 Oct to 10 Dec 1944, he contributed materially to the success and safety of the *Jallo* in sinking a warship and evading severe countermeasures.

★ JAMESON, Richard S., Lt. (then Ens.), USNR, Somerville, Mass. (posthumously): As navigator of an airplane during the assault on Kwajalein, 12 Jan 1944, he rendered invaluable assistance as his pilot flew in low to execute a hazardous bombing mission.

★ JAMISON, William C., Lt. (then Lt. (jg)), USN, Hearne, Tex.: As pilot and division leader of FitRon 20, attached to USS *Enterprise*, during the Battle for Leyte Gulf, 24 and 25 Oct 1944, he launched a devastating rocket attack and inflicted extensive damage to a cruiser. By continuing his bold tactics, he scored a smashing bomb hit to damage a light cruiser.

★ LAMADE, John D., Comdr., USN, Alexandria, Va.: As commander, Air Group 7, attached to USS *Hancock*, in the vicinity of the Philippine Islands, 25 Oct 1944, he led a fighter-bomber-torpedo strike against major units of the Japanese fleet, pressing home a relentless attack against a battleship. Although his plane was struck in the left wing root, he continued his dive to fire his rockets and strafe the battleship, pulling out through the cross fire of a heavy cruiser and a destroyer.

★ LATHAM, Richard C., Comdr., USN, New London, Conn.: As CO of USS *Tinosa* during its 11th war patrol in the Japan Sea area from 29 May to 4 July 1945,

★ DECORATIONS

Navy Cross (Cont.)

Comdr. Latham directed his vessel deep into shallow water to launch attacks that resulted in the sinking of three freighters and a sea truck and in the damaging of another freighter. He withdrew from the danger area and brought his ship safely to port.

★ LEEKER, Wallace F., Lt. (jg), USNR, St. Louis, Mo.: As a pilot in TorpRon 19, attached to USS Lexington, during the Battle for Leyte Gulf, 25 Oct 1944, he scored a direct torpedo hit on an aircraft carrier, contributing materially to her sinking. Although his plane was struck and his wing set on fire by exploding shells, he continued to press home his attack.

★ MERRITT, James F., Jr., Lt. Comdr. (then Lt.), USNR, Alexandria, Va.: As commander of a patrol bomber attached to the 7th Fleet off the southwest coast of Mindanao, on 26 Sept 1944, he executed a masthead bombing attack on two large transports in bright moonlight and in the face of heavy antiaircraft fire. When his bombs failed to release on the first run, he returned to destroy one of the transports and inflict probable damage on the other.

★ MESTER, Cecil R., Lt., USNR, Langeloth, Pa.: As pilot of a divebomber in BomRon 10, attached to USS *Enterprise*, during the First Battle of the Philippine Sea, 20 June 1944, he scored a direct hit on an aircraft carrier, severely damaging it.

★ NOOY, Cornelius N., Lt. (then Lt. (jg)), USNR, Great Neck, N. Y.: As pilot of a fighter plane in FitRon 31 attached to USS *Cabot*, Lt. Nooy dived from an altitude of 10,000 feet to destroy an enemy plane that was pursuing a friendly plane over the Bonins on 4 July 1944. During the action, he shot down three other aircraft and probably destroyed a fourth.



Comdr. Cole



Lt. Cole



Comdr. Copeland



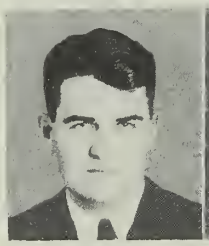
Lt. (jg) Davis



Capt. Early



Comdr. Germershausen



Lt. (jg.) Hale



Lt. (jg.) Hansen

★ PERRY, Frank C., Lt. Comdr., USN, Lincolnville, Me.: As CO of TorpRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he expertly directed an attack upon a battleship without diversionary aerial support. He personally accounted for one hit and contrihuted to the neutralization of the ship.

★ POLK, Lucille O., Lt. Comdr. (then Lt.), USN, Hutchinson, Kans.: As a pilot in the vicinity of the Marshall Islands, he single-handedly attacked three enemy transports. In the face of heavy machine-gun fire, he handled his plane with skill and succeeded in sinking two Japanese ships and leaving a third dead in the water.

★ RISSER, Robert D., Comdr., USN, Groton, Conn.: As CO of USS *Flying Fish* during its fifth war patrol in the Japan Sea from 29 May to 4 July, Comdr. Risser maneuvered his vessel into shallow waters and suceeded in sinking 3,180 tons of enemy shipping. He was able to withdraw from the danger area and bring his vessel to port safely.

★ ROGERS, William R., Ens., USNR, Los Angeles, Calif.: As a pilot in BomRon 16 attached to USS *Randolph*, Ens. Rogers participated in a strike against the Japanese at Honshu on 18 July 1945. He carried out an attack against an enemy battleship and scored a direct hit in the face of intense antiaircraft fire.

★ SIPPRELL, James E., Jr., Lt. (jg), USNR, Seattle, Wash.: As a pilot in TorpRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he participated in a vigorous strike against major units of the Japanese fleet. Plunging through a heavy barrage of antiaircraft fire, he released his torpedo at close range on a light cruiser, contributing materially to its serious damage.

★ SMITH, Allen W., Lt. Comdr., USNR, Avondale Estates, Ga.: As division leader of torpedo planes in CompRon 75 attached to USS *Ommaney Bay* during the Battle off Samar Island, 25 Oct 1944, he scored a direct bomb hit on a heavy cruiser, leaving the Japanese ship burning and seriously damaged. Later the same day he made a daring attack on several Japanese vessels, and was responsible for one of three torpedo hits which sank a heavy cruiser.

★ SORENSEN, Charles H., Lt. Comdr. (then Lt.), USNR Hayward, Calif.: As a pilot in TorpRon 15 attached to USS *Essex* during the Battle for Leyte Gulf on 24 Oct 1944, Lt. Comdr. Sorensen led his division in a successful torpedo attack. He obtained a hit on the ship and forced the ship to turn in such a position that it was a perfect target for the other planes in the division.

★ STELLA, Emil B., Lt. Comdr. (then Lt.), USNR, Birmingham, Ala.: As a pilot in BomRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-bombing attack on a battleship, scoring a direct hit. He contributed directly to its sinking.

★ STRADLEY, Price R., Lt., USNR, Galena, Md. (posthumously): As pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-hombing attack on an aircraft carrier, scoring a direct hit, despite its desperate evasive tactics. He contributed directly to the sinking of a carrier and played a gallant part in aerial operation during this critical period.

★ STYLES, Ralph E., Comdr., USN, Honolulu, T.H.: As CO of USS *Sea Devil* during her second war patrol in the Nansei Shoto, North China Sea and Yellow Sea areas from 19 Nov 1944 to 11 Jan 1945, he attacked a convoy and sank 2 ships of 17,500 tons. Boldly striking a high-speed task force, he contributed materially to the crippling of an aircraft carrier.



Comdr. Hydeman



Comdr. Lee



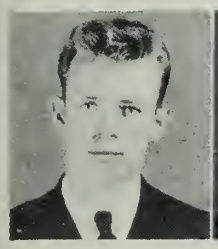
Lt. Comdr. Merritt



Comdr. Munson


Lt. Nooy


Lt. Comdr. Polk


Ens. Rogers


Comdr. Sorensen

★ SULLIVAN, Dennis J., Capt., USN, Washington, D.C.: As CO of USS *White Plains* during action against the Japanese in the Battle off Samar Island on 25 Oct 1944, Capt. Sullivan brought his ship through a three-hour bombardment by a formidable column of Japanese battleships, cruisers and destroyers.

★ THOMAS, Robert F., Lt. (jg), USNR, Staten Island, N. Y.: As pilot in FitRon 21 attached to USS *Belleau Wood* in the vicinity of the Philippine Sea 15 and 25 Oct 1944, he shot down four enemy planes and on another occasion shot down one enemy plane.

★ VERRALL, Robert L., Lt. (jg), USNR, Anacortes, Wash.: As pilot of a dive bomber in BomRon 9 attached to USS *Yorktown*, Lt. (jg) Verrall launched an attack against units of the Japanese fleet and scored damaging hits on the bridge of cruiser, contributing to its sinking.

★ WARD, Norvell G., Comdr. (then Lt. Comdr.), USN, Roanoke, Va.: As CO of USS *Guardfish*, during its eighth war patrol in Japanese-controlled waters, from 14 June to 31 July 1944, he pressed home six well planned and executed torpedo attacks to sink 8 enemy ships totalling over 58,000 tons and damage another ship of 4,000 tons. Despite severe depth charging and aerial bombing he brought his ship safely to port.

★ WEIL, Edwin J., Lt., USNR, New York, N. Y.: As a pilot in BomRon 13, attached to the USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he fought his plane through antiaircartf fire and aerial opposition to score a direct hit on aircraft carrier, contributing materially to its sinking.

★ WEST, James C., Lt. Comdr., USNR, Morgantown, W. Va.: As torpedo-plane pilot in TorpRon 19, attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he plunged through the enemy's heavy barrage of antiaircraft fire to release his torpedo at close range on an aircraft carrier, contributing materially to its ultimate sinking.

★ WICKLANDER, Raymond C., Lt., USNR, Corpus Christi, Tex.: As pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he boldly pressed home a dive-bombing attack on a battleship, scoring a direct hit despite its desperate evasive tactics.

★ WILLIAMS, Bruce W., Lt., USNR, Salem, Ore.: As pilot in FitRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he led his division through a heavy barrage of antiaircraft fire in a destructive strafing and glide-bombing attack. He released a 500-pound bomb on a battleship, contributing materially to its serious damage. He made repeated low strafing runs upon destroyers, seriously crippling one.

★ WILLIAMS, Joseph W., Jr., Comdr., USN, New London, Conn.: As CO of USS *Spearfish* during a war patrol in Japanese-controlled waters, Comdr. Williams made contact with an escorted enemy convoy of three freighters. He damaged one freighter and, after being forced to dive, surfaced and followed with an attack to sink the damaged freighter, another freighter and one of the escorts. He later sank a transport and returned to port without serious damage to his vessel or crew.

★ WRIGHT, William A., Lt., USNR, Seattle, Wash.: As bomber pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he gallantly led six planes in an attack on an enemy carrier. When his bomb failed to drop he maneuvered his ship to strike again, despite aerial opposition, and scored a probable hit on an enemy cruiser.



Gold star in lieu of third award:

★ SWEITZER, Henry B., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Assistant approach officer, USS *Picuda*, POA, 29 Dec 1944 to 15 Feb 1945.

Gold star in lieu of second award:

★ BELL, Clarence E., Jr., Lt. Comdr., USN, Norfolk, Va.: Torpedo data computer operator, USS *Tinosa*, fourth war patrol, POA, 27 Oct to 16 Dec 1943.

★ BRYANT, James S., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Assistant approach officer, USS *Sealion*, third war patrol, POA, 31 Oct to 3 Dec 1944.

★ COOPER, Francis T., Lt. Comdr., USN, Honolulu, T. H.: Executive officer, navigator and torpedo data computer operator, USS *Bluegill*, third war patrol, SoWesPac Area, 18 Sept to 25 Nov 1944.

★ DUNCAN, Max C., Lt. Comdr. (then Lt.), USN, Forest City, N. C.: Torpedo data computer operator, USS *Barb*, 12th war patrol, POA, 8 June to 2 Aug 1945.

★ HENDRIX, Charles N. C., Lt. Comdr., USN, Martinsburg, W.Va.: Executive officer, USS *Sturgeon*, 10th war patrol, POA, 8 Apr to 26 May 1944.


Capt. Sullivan


Lt. Comdr. West


Lt. Wicklander


Lt. Williams

★ KLEIN, Erhardt E., Lt. (jg), USNR, Pullman, Wash.: Fighter pilot, FitRon 20, USS *Lexington*, Leyte Gulf, 25 Oct 1944.

★ MANSELL, Paul L., Jr., Lt. Comdr. (then Lt.), USNR, Hollis, N. Y.: Assistant approach officer, USS *Sunfish*, ninth war patrol, POA, 23 Oct to 19 Dec 1944.

First award:

★ ACKERMAN, Fred F., Lt. (jg) (then Ens.), USNR, Oakland, Calif.: Fighter pilot, FitRon 80, USS *Hancock*, Tokyo area, 16 Feb 1945.

★ ALLEN, Albert C., Capt. (then Comdr.), USNR, Tiverton, R. I.: CO of a fleet tanker, Marianas Islands, 16 June 1944.

★ ALLEN, Arthur C., Jr., Lt. (jg) (then Ens.), USNR, East Orange, N. J.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ AUGE, John F., Lt., USNR, Fort Madison, Iowa.: CO, LCI(G), POA, July 1944.

★ BATES, Joseph C., Jr., Lt. (jg), USNR, Los Angeles, Calif.: Torpedo data computer operator, USS *Sealion*, third war patrol, East China Sea Area, 31 Oct to 3 Dec 1944.

★ BELL, Clarence E., Jr., Lt. Comdr. (then Lt.), USN, Norfolk, Va.: Assistant approach officer, USS *Tinosa*, fifth war patrol, POA, 10 Jan to 4 Mar 1944.

★ BLANCHE, Carl R., Lt. (jg), (then Ens.), USNR, Bordentown, N. J.: UDT action against Japanese, Saipan and Guam, June and July 1944.

★ BLANKENBAKER, William O., Lt., USN, Greeley, Colo.: Diving officer, USS *Tambor*, ninth war patrol, POA, 5 Jan to 5 Mar 1944.

★ BROXHOLME, Robert L., Lt. (jg) (then Ens.), USNR, Long Beach, Calif.: UDT action against Japanese, Saipan and Guam, June and July 1944.

★ CRIEDER, Edwin A., Lt. (then Lt. (jg), USNR, Long Beach, Calif.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ CURTIN, Neale R., Capt. (then Comdr.), USN, Annapolis, Md.: CO, USS *Geerandi*, Normandy, France, 6 June 1944.

★ CURTIN, George, Lt. (jg) (then Ens.),

★ DECORATIONS

Silver Star (Cont.)

USNR, Santa Monica, Calif.: Bomber pilot, BomRon 86, USS *Wasp*, POA, 19 Mar 1945.

★ COPEMAN, Thomas H., Comdr., USN, Pittsburgh, Pa.: CO, USS *Greer*, Gilbert Islands, 10 to 30 Nov 1943.

★ CARROLL, Robert M., Lt. Comdr. (then Lt.), USNR, Jamaica Plain, Mass.: Torpedo data computer operator, USS *Sturgeon*, ninth war patrol, POA, 13 Dec 1943 to 6 Feb 1944.

★ DECKER, Daniel D., Jr., Lt., USN, San Francisco, Calif.: Plotting officer, USS *Spadefish*, third war patrol, POA, 6 Jan to 13 Feb 1945.

★ DICKEY, Fred C., Capt., USN, Coronado, Calif.: CO, USS *Hancock*, Ryukyu Islands and Formosa, 6 to 20 Oct 1944.

★ DOYLE, William T., Jr., Capt. (then Lt. Comdr.), USN, Charleston, S. C.: Executive officer, USS *Laffey*, Guadalcanal, 13 Nov 1942.

★ FLEMING, Francis M., Lt. (then Lt. (jg)), USNR, New York, N. Y.: Fighter pilot, FitRon 16, USS *Lexington*, Philippine Sea, 19-20 June 1944.

★ FRISBEE, Marion, Ch Bosn (then Bosn), USN, Colton, Calif.: Action while serving aboard USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ FAIR, John W., Lt. Comdr. (then Lt.), USNR, Grosse Pointe, Mich.: Fighter pilot, FitRon 80, USS *Hancock*, Tokyo Area, 16 Feb 1945.

★ FORBES, George W., Jr., Lt. Comdr. (then Lt.), USN, Stonington, Conn.: Assistant approach officer, USS *Raton*, sixth war patrol, POA, 6 Oct to 1 Dec 1944.

★ FLENNIKEN, Clifton W., Jr., Comdr. (then Lt. Comdr.), USN, Hamburg, N. Y.: Diving officer, assistant approach officer, engineering and executive officer, USS S-44, POA, 24 Apr to 23 Aug 1942.

★ GAMBACORTA, Francis M., Comdr. (then Lt. Comdr.), USN, Newark, N. J.: Executive officer and assistant approach officer, USS S-42, first war patrol, SoWesPac Area, 26 Apr to 20 May 1942.

★ GODFREY, William J., Jr., Lt. (then Lt. (jg)), USNR, Manitowac, Wis.: Diving officer, USS *Pogy*, fifth war patrol, POA, 15 Jan to 8 Mar 1944.

★ HALL, William P., Lt. (then Lt. (jg)), USNR, Dayton, Ohio: CO, Motor Torpedo Boat 329, New Guinea Area, 6 July 1944.

★ HARRIS, Bryan, Lt. (then Lt. (jg)), USNR, Joliet, Ill.: Damage control officer, USS *Wilson*, Okinawa, 16 Apr 1945.

★ HEID, Clarence B., Ch Mach, USN, Pensacola, Fla.: Aviation ordnance officer, USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ HEMLEY, Eugene A., Lt. Comdr. (then Lt.), USN, Brooklyn, N. Y.: Torpedo fire control party, USS *Seadragon*, 11th war patrol, POA, 23 Sept to 8 Nov 1944.

★ HUEY, Enders P., Lt. Comdr. (then Lt.), USN, Abilene, Tex.: Gunnery and torpedo officer of a U.S. submarine, POA.

★ JACOBUS, Donald W., Lt. (then Lt. (jg)), USNR, Pittsburgh, Pa.: Naval gunfire liaison officer, Anzio-Nattuna Area, Italy, January and February 1944.

★ JANIEN, Cedric J., Lt. (then Lt. (jg)), USNR, Boston, Mass.: CO, MTB 321, Los Negros Islands, 20 March 1944.

★ JOHNSON, Dwight L., Comdr. (then Lt. Comdr.), USN, San Francisco, Calif.: CO, USS *Miller*, POA, 13 to 17 Oct 1944.

★ JONES, Allen J., Lt. (jg) (then Ens.), USNR, Tampa, Fla.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ KAUFMAN, John H., Comdr., USN, Grosse Pointe, Mich.: First lt., USS *Santa Fe*, Shikoku, Japan, 19 Mar 1945.

★ LADUE, Howard A., Lt. (jg) (then Ens.), USNR, Royal Oak, Mich.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ LAMPMAN, Lester B., Lt. (jg), USN, Forks, Wash.: Bomber pilot, TorpBomRon 34, USS *Monterey*, Kure Naval Base, Japan, 28 July 1945.

★ LESSARD, Lester J., Lt., USNR, San Francisco, Calif.: Diving officer of a U.S. submarine, POA, January and February 1944.

★ LOFT, Gerald L., Lt., USNR, Brashear, Mo.: Diving officer, USS *Redfish*, second war patrol, POA, 25 Oct 1944 to 2 Jan 1945.

★ MEAD, David L., Lt. (jg) (then Ens.), USNR, Orange, Mass.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ METTLER, Harry A., Lt., USNR, Nelsonville, Ohio: CO, LST, European Theater, 28 Apr 1944.

★ MURPHY, Walter P., Lt. Comdr. (then Lt.), USN, Boonton, N. J.: Torpedo data computer operator, USS *Sailfish*, 10th war patrol. POA, 17 Nov 1943 to 5 Jan 1944.

★ MONTROSS, Keats E., Comdr., USN, Saginaw, Mich. (posthumously): CO, USS *Swordfish*, 12th war patrol, POA, 30 May to 28 June 1944.

★ NUNN, Earl E., Lt. (jg) (then Ens.), USNR, Des Moines, N. M.: Officer-in-charge of a 20 mm. battery, USS *Mahan*, Ormoc, Philippine Islands, 7 Dec 1944.

★ PINSON, Theodore W., Jr., Lt. Comdr. (then Lt. (jg)), USNR, San Antonio, Tex.: CO, *LCI(L)* 497, Normandy, France, 6 June 1944.

★ REED, Stuart W., Lt., USNR, Grosse Pointe, Mich.: CO, *LCI (L)* 416, Normandy, France, 6 June 1944.

★ RISHOVD, Sigurd A., Lt. Comdr. (then Lt.), USNR, Eau Claire, Wis.: Torpedo data computer operator, USS *Cabrilla*, fifth war patrol, POA, 3 July to 19 Aug 1944.

★ RUSSELL, Lloyd, Lt. (jg) (then Ens.), USNR, Norwich, Conn.: Diving officer, USS *Balao*, fourth war patrol, POA, 6 Feb to 9 Mar 1944.

★ SCHENCK, Robert F., Jr., Lt., USNR, Chicago, Ill.: CO, *LCI(G)*, POA, July 1944.

★ SCHNEIDER, Frederick H., Jr., Comdr. (then Lt. Comdr.), USN, Wausan, Wis.: CO, USS *Thorn*, Leyte Gulf and Surigao Strait, Philippine Islands, 19 to 25 Oct 1944.

★ SHARP, George F., Lt. Comdr., USN, Philadelphia, Pa.: Assistant approach and executive officer, USS *Sea Owl*, first war patrol, POA, 19 Nov 1944 to 15 Jan 1945.

★ SMITH, Michael F., Lt. (jg), USN, Austin, Tex.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ SPIESS, Fred N., Lt. Comdr., USNR, Oakland, Calif.: For service aboard USS *Tarpon*, during seven war patrols, POA.

★ STANLEY, Gordon A., Lt. (then Ens.), USN, Oakridge, Ore.: Bomber pilot, BomRon 302, USS *Princeton*, Marianas Islands, 19 June 1944.

★ STELLA, Emil B., Lt. Comdr. (then Lt.), USNR, Birmingham, Ala.: Bomber pilot, BomRon 19, USS *Lexington*, Philippine Islands, 5 Nov 1944.

★ STUTSMAN, Laurance M., Lt. (then Lt. (jg)), USNR, Glendale, Calif.: CO, *MTB* 128, New Guinea and New Britain, July through December 1943.

★ STEVENS, John W., Comdr. (then Lt.), MC, USNR, Du Quoin, Ill.: Surgeon during operations on Roi, Namur and Kwajalein Atoll, Marshall Islands, 12 Feb 1944.

★ TWELVES, Wendell V., Lt. (then Ens.), USNR, Springville, Utah: Fighter pilot, FitRon 15, USS *Essex*, Philippine Islands, 13 Sept 1944.

★ VINEYARD, Merriwell W., Lt. (then Lt. (jg)), USNR, Frederick, Okla.: Pilot, AirGrp 2, USS *Hornet*, Marianas and Bonin Islands, 19 to 24 June 1944.

★ VOORHEES, Alan M., Lt. (jg) (then Ens.), USNR, New Brunswick, N. J.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WHITELY, John T., Lt. (jg) (then Ens.), USNR, White Plains, N. Y.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WILLICK, Lee M., Lt. (jg), USNR, Detroit, Mich.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WILSON, William G., Lt. (then Ens.), USNR, Huntington, W. V.: Diving officer, USS *Seahorse*, fifth war patrol, POA, 3 June to 19 July 1944.



Gold star in lieu of second award:

★ HELEN, Robert R., Comdr., USNR, New York, N. Y.: Commander, harhor clearance units of the salvage group, 8th Fleet, prior to and during invasion of Southern France, from August to November 1944.

First award:

★ ANDERSON, Thomas C., Rear Admiral (then Commodore), MC, USN, Sioux City, Iowa.: Fleet medical officer and chief of the medical station, Logistics Division, on the staff of the Commander in Chief, Pacific Fleet, from September 1943 to September 1945.

★ CHAPIN, Nealy A., Capt., USN, Washington, D. C.: Chief of staff to Commander Amphibious Group 1, in assault of Saipan,

Iwo Jima, Okinawa, and Ulithi, from 27 Feb 1944 to 9 July 1945.

★ CHILTON, William P., Capt., USN, Alexandria, Va.: Gunnery officer on staff of the Commander, Amphibious Group 1, assault and capture of Saipan, Iwo Jima, Okinawa, and occupation of Ulithi, from 27 Feb 1944 to 9 July 1945.

★ CROMMELIN, John G., Jr., Capt., USN, Coronado, Calif.: Chief of staff of a carrier task group commander, in operations against enemy forces in forward Pacific areas, from 1 Jan to 8 Aug 1944.

★ DYER, George C., Rear Admiral, USN, Chevy Chase, Md.: Chief of staff to Commander Landing Craft and Bases Northwest Africa waters, prior to and during invasion of Italy, September 1943.

★ FERREOLA, James A., Comdr., USN, Paterson, N. J.: LST commander of a beach assault unit, prior to and during invasion of France, August 1944.

★ FIELDING, Charles F., Capt., USN, Washington, D. C.: Communications officer on the staff of a task force commander, prior to and during invasion of Southern France, August 1944.

★ GREENE, Terence W., Capt., USN, Madison, Conn.: Commander of a convoy of 31 LSTs and 26 causeway tows and escorts, attached to Task Force 126, during invasion of Northern France.

★ HUIE, Byron S., Jr., Comdr., USNR, Silver Springs, Md.: Task group commander of salvage units in the Lingayen Gulf, early part of 1945.

★ MASSEY, Forsyth, Comdr., USN, Oregon City, Ore.: Operations officer of the staff of a carrier division and task group commander, POA, from September 1943 to December 1944.

★ METCALF, Ralph M., Comdr. (then Lt. Comdr.), USNR, Carrollton, Ill.: CO, USS *Pogy*, during war patrol in enemy waters, from 7 Apr to 29 May 1944.

★ MORIN, George F., Lt., USNR, Wyoming, R. I.: Executive officer and navigator, aboard USS *Crevalle*, Japan Sea area, from 27 May to 5 July 1945.

★ NIEMAN, Hugh R., Capt. (then Comdr.), USN, McKeesport, Pa.: Air officer and executive officer, USS *Cowpens*, from February 1943 to February 1945.

★ PATRICK, Williard T., Comdr. (then Lt. Comdr.), USNR, Newark, N. J.: Commander of a landing craft unit, attached to Ninth Army, in operations on the Rhine river, 24 Mar 1945.

★ SIMON, Seymour F., Lt., USNR, Chicago, Ill.: Staff secretary for Service Squadron 10, in Central and Western Pacific areas, 15 Jan 1944 to 1 June 1945.



Gold star in lieu of fourth award:

★ TORREY, Philip H., Comdr. (then Lt. Comdr.), USN, Long Beach, Calif. (posthumously): As CO of a carrier-based group, Kwajalein Atoll, Marshall Islands, 29 Jan to 3 Feb 1944.

Gold star in lieu of third award:

★ THOMAS, Gerald W., Lt. (then Lt. (jg)), USN, Small, Idaho.: Pilot of a torpedo plane, BomRon 4, USS *Essex*, Formosa area, 21 Jan 1945.

Gold star in lieu of second award:

★ BEAUCHAMP, Ernest M., Lt. Comdr. (then Lt.), USN, Los Angeles, Calif.: Pilot in FitRon 8, USS *Bunker Hill*, Formosa, 12 Oct 1944.

★ BRAKEFIELD, James A., Lt., USNR, Everts, Ky.: Pilot in TorpRon 81, USS *Wasp*, vicinity of Formosa, 15 Jan 1945.

★ CARMODY, John W., Lt., USNR, Granite Cit, Ill.: Pilot in TorpRon 80, USS *Ticonderoga*, China Coat, 12 Jan 1945.

★ DONER, Landis E., Lt. Comdr. (then Lt.), USNR, Merrill, Wis.: Division leader in FitRon 2, USS *Hornet*, Kazan Islands, 3 July 1944.

★ FOLTZ, Ralph E., Lt. (jg), USNR, Azusa, Calif.: Fighter pilot in FitRon 15, USS *Essex*, Northern Philippines, 22 Sept 1944.

★ HITT, James A., Ens., USNR, Buffalo, N. Y.: Pilot in CompRon 88, USS *Saginaw Bay*, Pacific war areas, 6 Apr 1945.

★ HOOD, Herbert D., Lt. (then Lt. (jg)), USNR, Mt. Pleasant, Mich.: Pilot of torpedo plane, Caroline Islands, 17 Feb 1944.

★ JENNINGS, Robert O., Jr., Lt. (jg), USNR, Washington, D. C.: Aerial operations, Nansei Shoto and Balikpapan, Borneo, 6 May to 2 July 1945.

★ JOYNT, Gilbert I., Lt. Comdr., USNR, Melborne, Fla.: Pilot in FitRon 2, USS *Yorktown*, French Indochina, 12 Jan 1945.

★ LEEPER, Charles D., Lt. (jg), USNR, Parkershurg, W. Va.: Pilot in TorpRon 20, USS *Lexington*, near Pescadores Islands, 15 Jan 1945.

★ MCCORMICK, William A., Jr., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 8, USS *Bunker Hill*, Philippine Islands, 18 Oct 1944.

★ NEAL, William H., III, Lt. Comdr. (then Lt.), USN, Baton Rouge, La.: Aerial operations, Nansei Shoto area, from 4 Apr to 11 June 1945.

★ NIDA, Henry, Lt. (jg) (then Ens.), USNR, Detroit, Mich.: Pilot of carrier-based aircraft, Okinawa, 6 Apr 1945.

★ RENFRO, Edward C., Capt. (then Comdr.), USN, Alexandria, Va.: As CO of a patrol bomber squadron, Central Pacific areas, 1 Apr to 24 Apr 1944.

★ TATE, Hugh J., Lt. (jg), USNR, Madison, N. J.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ TURNER, Charles H., Lt. Comdr., USNR, Jacksonville, Fla.: As pilot in FitRon 31, USS *Cabot*, First Battle of the Philippine Sea, 19 June 1944.

★ SELF, Larry R., Lt. (jg) (then Ens.), USN, Dallas, Tex.: As pilot in FitRon 15, USS *Essex*, Central Philippines, 13 Sept 1944.

★ SPURGEON, Norman W., Lt. (jg) (then Ens.), USN, Tacoma, Wash.: Pilot in TorpRon 80, USS *Ticonderoga*, coast of China, 2 Jan 1945.

★ SMITH, Nicholas J., Lt. (jg), USNR, Lynchburg, Va.: Pilot in FitRon 13, USS *Franklin*, Luzon Island, 17 Oct 1944.

★ STAPLETON, Thomas R., Ens., USNR, Syracuse, N. Y.: Pilot of carrier-based fighter plane, Island of Kyushu, 5 Apr 1945.

First award:

★ ANTHONY, Norman H., Lt. Comdr. (then Lt.), USNR, Ann Arbor, Mich.: Pilot of torpedo plane, division leader of BomRon 7, USS *Hancock*, Formosa area, 12 Oct 1944.

★ BALL, John F., Lt., USNR, Fullerton, Calif.: Aerial operations at Ambonia, 30 July 1944.

★ BARNES, Robert C., Lt. Comdr., USN, Coronado, Calif.: Aerial operations, Philippine Islands, 2 Jan to 7 Feb 1945.

★ BARTHOLOME, Watson, Lt. (then Lt. (jg)), USN, Pocomoke City, Md.: Aerial operations in Western Pacific, 16 Feb to 6 June 1945.

★ BILRAO, Paul, Ens., USNR, Portland, Ore.: Pilot in FitRon 11, USS *Hornet*, vicinity of Formosa 10 Jan 1945.

★ BOYCE, Thomas E., Lt., USNR, South Hadley, Mass.: Pilot in TorpRon 7, USS *Hancock*, Formosa, 13 Oct 1944.

★ BROWER, William A., Lt., USNR, Crawley, La.: Flight leader of BomRon 7, USS *Hancock*, Formosa, 12 Oct 1944.

★ BROWN, Joseph D., Lt. (jg), USNR, Baltimore, Md.: Pilot in BomRon 86, USS *Wasp* Kure Naval Base, Japan, 19 Mar 1945.

★ BRUMMIER, Carland E., Lt. Comdr. (then Lt.), USNR, Bloomington, Calif.: Pilot in FitRon 44, USS *Langley*, Philippine Islands, 6 Nov 1944.

★ CAMPRELL, John R., Lt., USNR, Portland, Ore.: Pilot in BomRon 11, USS *Hornet*, South China Coast, 12 Jan 1945.

★ CASEY, Byron J., Lt., USNR, Jordan, Minn.: Aerial operations, Western Pacific, 13 Feb to 20 May 1945.

★ CORNELL, William B., Lt., USNR, East Milton, Mass.: Aerial operations SoWesPac, from 1 Mar to 11 May 1945.

★ CROWE, John W., Lt. Comdr. (then Lt.), USN, New York City.. Aerial operations in SoWesPac, 4 Mar to 5 May 1945.

★ CUFF, James B., Lt. (then Lt. (jg)), USNR, Roxbury, Mass.: Pilot in BomRon 7, USS *Hancock*, Formosa, 12 Oct 1944.

★ DAVIS, John J., Lt. (jg), USNR, Lackawanna, N. Y.: Pilot in FitRon 17, USS *Hornet*, Tokyo area, 16 Feb 1945.

★ DELANEY, William E., Lt. (then Lt. (jg), USNR, Detroit, Mich.: Pilot of torpedo plane, vicinity of Caroline Islands, 17 Feb 1944.

★ DOYLE, Frank D., Lt. (jg), USNR, Ft. Worth, Tex.: Pilot in BomRon 18, USS *Intrepid*, Philippine Islands, 21 Sept 1944.

★ DURDA, Joseph, Lt. (then Lt. (jg)), USNR, Minneapolis, Minn.: Aerial operations in Central Pacific areas, from 18 Dec 1944 to 12 Mar 1945.

★ ENGMAN, Wilbur J., Lt. Comdr. (then Lt.), USNR, Minneapolis, Minn.: Pilot in Torp Ron 11, USS *Hornet*, Formosa, 9 Jan 1945.

★ EVERDELL, Romeyn, Lt. (jg), USNR, Nassau, N. Y.: Pilot of scout bomber in Air Group 13, USS *Franklin*, Pacific areas, 1 Sept 1944.

★ FILLER, Joseph F., Lt. Comdr. (then

★ DECORATIONS

D. F. C. (Cont.)

Lt.), USNR, Joplin, Mo.: Pilot in TorpRon 86, USS *Wasp*, Island of Honshu, Japan, 28 July 1945.

★ FINNERTY, John C., Lt. (jg) (then Ens.), USNR, Cincinatti, Ohio.: Pilot of fighter plane, USS *Princeton*, Philippine Islands area, 21 Sept 1944.

★ FRIEDMAN, Joseph, Lt. (jg) (then Ens.), USNR, Lewiston, Me.: Pilot in FitRon 17, USS *Hornet*, Tokyo area, 17 Feb 1945.

★ GAMMAGE, Thomas M., Lt. (then Lt. (jg)), USNR, Oakland, Calif.: Pilot in CompRon 38, Solomon Islands area, 13 Sept 1943 to 5 Mar 1944.

★ GARLIC, William L., Lt. (jg) (then Ens.), USNR, Summitville, Ind.: Pilot in FitRon 19, USS *Lexington*, Philippine Islands area, 14 Oct 1944.

★ GHESQUIERE, George D., Lt. Comdr., USN, Annapolis, Md.: As CO, BomRon 18, USS *Intrepid*, Battle for Leyte Gulf, 24 Oct 1944.

★ GILLESPIE, Roy F., Lt. (then Lt. (jg)), USNR, Bellingham, Wash.: As pilot of fighter plane, Western Caroline Islands operations. 31 Mar 1944.

★ GROOMS, William J., Ens., USNR, Sidnaw, Mich. (posthumously): Pilot in FitRon 7, USS *Hancock*, Philippine Islands area, 26 Oct 1944.

★ HACKETT, Bernard E., Lt., USNR, Detroit, Mich.: Pilot of fighter plane in Air Group 3, USS *Yorktown*, vicinity of China coast, 16 Jan 1945.

★ HARKER, Henry L., Lt. (jg), USNR, Atlanta, Ga.: Pilot in TorpRon 29, USS *Cabot*, Philippine Islands, Formosa, Nansei Shoto, Bonin Islands, South China Sea, from 6 Oct 1944 to 1 Mar 1945.



HIS PAST caught up. L. M. Smith, ARMI, USN, received simultaneously seven awards dated back to 1943.

★ HART, Joseph E., Comdr. (then Lt. Comdr.), USN, Akron, Ohio.: CO, BomRon 88. USS *Yorktown*, Pacific Ocean Areas, 13 Aug 1945.

★ HORBS, Robert A., Lt., USNR, Omaha, Neb.: Pilot of fighter plane, Air Group 8, USS *Bunker Hill*, Philippine Islands areas, 13 Sept 1944.

★ HOOK, John C., Lt., USNR, Long Beach, Calif.: Aerial operations in BomRon 21, vicinity of Southern Korea, 11 May 1945.

★ HOTCHKISS, Robert D., Lt. (jg), USNR, Pontiac, Mich.: Aerial operations against enemy forces, Western Pacific areas, from 27 Feb to 2 June 1945.

★ HOUCK, Herbert N., Comdr. (then Lt. Comdr.), USNR, Minneapolis, Minn.: Division leader of FitRon 9, USS *Essex*, Solomon Islands.

★ JEFFREYS, Lyman W., Lt. (jg) (then Ens.), USNR, Glencoe, Mich.: Aerial operations at Nansei Shoto, 15 May to 18 May 1945.

★ JOHNE, Ruben L., Lt. Comdr. (then Lt.), USN, Hollywood, Calif.: Pilot in night FitRon 75, Solomons Islands areas, from 25 Sept 1943 to 1 Mar 1944.

★ JOHNSON, Wallace R., Lt. (jg) (then Ens.), USNR, Kansas City, Kan.: Fighter pilot in FitRon 15, USS *Essex*, Central Philippines, 12 Sept 1944.

★ JONES, Alonzo "G", Jr., Lt. (jg), USN, Kingsville, Tex.: Aerial operations in Philippine Islands areas, 31 Dec 1944 to 25 Mar 1945.

★ LATROBE, Charles H., Lt. (jg) (then Ens.), USNR, Baltimore, Md.: Pilot of fighter plane in FitRon 90, USS *Enterprise*, Tokyo area, 16 Feb 1945.

★ LINDSAY, Elvin L., Lt. Comdr. (then Lt.), USNR, Palouse, Wash.: Pilot of fighter plane. FitRon 19, USS *Lexington*, Bonin Island group, 5 Aug 1944.

★ LLOYD, Gaylord H., Lt. (jg) (then Ens.), USNR, Hollywood, Calif.: Co-pilot of Navy search bomber, PatBomRon 118, POA, 26 Mar to 3 May 1945.

★ LOCHRIDGE, John E., Lt. Comdr. (then Lt.), USNR, Long Beach, Calif.: Aerial operations at Nansei Shoto areas, 3 Apr to 5 May 1945.

★ LONG, Frank T., Lt. (jg), USNR, Red Bank, N. J.: Pilot of torpedo plane in TorpRon 2. USS *Hornet*, Philippine Islands areas, 21 Sept 1944.

★ KARCH, Lloyd E., Lt. (then Lt. (jg)), USNR, Columbus, Ohio.: Pilot of torpedo plane. TorpRon 18, USS *Intrepid*, Philippine Islands area, 21 Sept 1944.

★ KEITH, Allis A., Lt., USNR, Kansas City, Kan.: Aerial operations in Western Pacific areas, 17 Mar to 14 June 1945.

★ MACMILLIAN, Logan T., Lt. (jg), USNR, Kirkwood, Mo.: Pilot of fighter plane, NightFitRon 90, USS *Enterprise*, Tokyo area. 16 Feb 1945.

★ MAXFIELD, John W., Lt. (jg), USNR, Yonkers, N. Y.: Co-pilot of patrol bomber plane, PatBomRon 123, Shanghai, China, 15 July 1945.

★ MCMILLIAN, Franklin B., Lt. Comdr. (then Lt.), USN, Pensacola, Fla.: Pilot of fighter plane, CompRon 68, USS *Fenshaw Bay*. Battle for Leyte Gulf, 25 Oct 1944.

★ MENDOZA, Richard N., Lt. (then Lt. (jg)), USNR, Anaheim, Calif.: Pilot of fighter plane, Air Group 8, USS *Bunker Hill*, Philippine Islands, 13 Sept 1944.

★ MOXLEY, Charles R., Jr., Lt. (jg), USNR, Binghamton, N. Y. (posthumously): Pilot of fighter plane, USS *Bennington*, vicinity of Japanese home islands, 28 July 1945; 10 and 13 Aug 1945.

★ MULVIHILL, Thomas P., Comdr. (then Lt. Comdr.), USNR, Columbus, Mont.: CO of Liberator plane, PatBomRon 117, Nansei Shoto Islands, 14 Oct 1944.

★ NELSON, Ruben E., Lt. (jg) (then Ens.), USNR, Kingston, Idaho.: Aerial operations in Nansei Shoto areas, from 5 May to 13 June 1945.

★ O'HERON, William J., Lt. (jg) (then Ens.), USNR, Decatau, Ill.: Aerial operations in Nansei Shoto areas, 11 to 17 May 1945.

★ ONION, Frank C., Jr., Lt. (jg) (then Ens.), USNR, East St. Louis, Ill.: Pilot of fighter plane in FitRon 11, USS *Hornet*, French Indochina.

★ OTIS, Russell D., Lt., USNR, South Euclid, Ohio.: Pilot of fighter plane in NightFitRon 90, USS *Enterprise*, Tokyo area, 16 Feb 1945.

★ PATTERSON, Irving L., Lt. (jg) (then Ens.), USN, Weeping Water, Neb.: In aerial operations as fighter plane pilot, BomRon 80, USS *Ticonderoga*, Philippine Islands area, 5 Nov 1944.

★ RIPPINGLER, John F., Lt. (jg), USNR, Huntington Wood, Mich.: As CO of search plane, PatBomRon 106, Borodino Islands, 14 Mar 1945.

★ ROMAN, Walter W., Lt. (jg), USNR, Clovis, N. M.: Aerial operations, in Nansei Shoto area, 3 Apr to 5 May 1945.

★ ROSEN, Ralph J., Lt. (then Lt. (jg)), USNR, Chicago, Ill.: Pilot of fighter plane, USS *Bunker Hill*, vicinity of Formosa, 12 Oct 1944.

★ ROTH, Charles W., Lt. (then Ens.), USNR, Newton Falls, Ohio.: Pilot of torpedo plane, CompRon 20, USS *Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ ROTH, Raymond W., Lt. (then Lt. (jg)), USNR, Hayes, Kan.: Pilot of torpedo plane, vicinity of Caroline Islands, 17 Feb 1944.

★ ROUNDS, George S., Lt. (jg), USNR, Atlanta, Ga.: Aerial operations against enemy forces in Pacific areas, 22 Mar to 4 May 1945.

★ SPINKS, James H., Lt. (jg), USNR, Portland, Ore.: As pilot of torpedo plane, BomRon 3, USS *Yorktown*. Formosa, 9 Jan 1945.

★ STANLEY, Gordon A., Lt. (jg) (then Ens.), USNR, Oakridge, Ore.: Pilot of plane operating off USS *Princeton*. action against enemy forces, Philippine Islands, 21 Sept 1944.

★ STEINHAUS, Robert A., Lt. (jg), USNR, Brooklyn, N. Y.: Aerial operations against enemy forces. Western Pacific areas, from 27 Feb to 2 June 1945.

★ STIRLING, Harold C., Lt. Comdr. (then Lt.), USNR, Sulphur Springs, Tex.: Aerial operations against enemy forces, SoWesPac areas 4 Mar to 9 ,May 1945.

★ TAYLOR. Will W., Lt., USNR, Providence, R. I.: Pilot of fighter plane, FitRon 4. Tokyo area, 25 Feb 1945.

★ TOTHILL, Frederick C., Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Pilot of torpedo plane, action against enemy forces in Caroline Islands, 17 Feb 1944.

★ VAN ANTWERP, Lloyd W., Comdr., USN, Coronado, Calif.: CO of TorpRon 18, USS *Intrepid*, Philippine Islands, 7 Sept to 24 Sept 1944.

★ VIDAL, Albert P., Lt. (then Lt. (jg)), USN, Gainesville, Fla.: Pilot in PatBomRon 109, action against enemy forces, Southern Korea, 29 May 1945.

★ VOORHEST, Homer B., Lt. (jg), USNR, Oyster Bay, N. Y.: Pilot of fighter plane in FitRon 15, USS *Essex*, Battle for Leyte Gulf, 25 Oct 1944.

★ WALLACE, Daniel J., Jr., Lt. Comdr., USN, San Diego, Calif.: Division leader, FitRon 14, USS *Wasp*, First Battle of Philippine Sea, 20 June 1944.

★ WANGBERG, Harold G., Lt. (jg) (then Ens.), USNR, Seattle, Wash.: Pilot of carrier-based plane, Bonin Islands, 4 July 1944.

★ WERER, John H., Lt., USNR, Chicago, Ill.: Pilot in Air Group 8, USS *Bunker Hill*, Philippine Islands areas, 13 Sept 1944.

★ WEEKS, Cyrus F., Lt. Comdr., USNR, Littleton, Colo.: Pilot of bomber plane BomRon 4, USS *Essex*, Central Philippine area, 11 Nov 1944.



★ ALEXANDER, Hugh R., Lt. Comdr., USN, Coronado, Calif. (posthumously): For heroic conduct, while serving aboard USS *Oklahoma*, during attack on Pearl Harbor, 7 Dec 1941.

★ FOSTER, Robert C., S1, USN, Orleans, Vt.: For heroic conduct in effecting rescue of three U.S. Air Corps fliers night of 19 Aug 1946.

★ GRIM, Joseph M., CHCARP (then CARP), USN, Ft. Lauderdale, Fla.: For heroic conduct while serving in USS *Mobile*, when explosion occurred in one of ship's turrets, night of 18 Apr 1945.

★ TALBOT, William F., Lt. (jg) (then Ens.), USNR, White Plains, N. Y.: For heroic conduct while fighting fire aboard ship, 17 June 1944.



Gold star in lieu of third award

★ BROWN, Harold H., Lt., USNR, Wenatchee, Wash.: CO, USS *LCI(G) 568*, Okinawa, 2 Apr 1945.

Gold star in lieu of second award

★ BERRIEN, Price, Lt., USNR, Port Chester, N. Y.: Operational information officer, air support control unit, amphibious assaults on Marshall, Marianas Islands, Leyte and Iwo Jima, April 1944 to March 1945.

★ BORCZYNSKI, Sigmund A., Lt. Comdr., USN, Portsmouth, N. H.: Assistant approach officer, USS *Archer Fish*, third war patrol in Japanese waters, 28 May to 15 July 1944.

★ FAHRION, Frank G., Rear Admiral, USN, Newport, R. I.: Commander, CruDiv 4, Okinawa invasion, 21 Mar to 30 Apr 1945.

★ HAWKINS, Richard W., Lt. (then Lt. (jg)), USNR, Vermilion, Ohio: Aboard USS *William P. Biddle*, amphibious operations against Japanese force, 21-23 July 1944.

★ HECKEY, Albert R., Capt. (then Comdr.), USN, New York, N. Y.: CO, USS *Nields*, in support Allied operations in Italy, 15 May to 5 Aug 1944.

★ LEAKE, Kenneth E., Lt. Comdr. (then Lt.), USNR, Woodland, Calif.: CO, *LCI(L)* used as headquarters ship for commander of a task group leading convoy in Normandy invasion.

QUIZ ANSWERS

Answers to Quiz on Page 53

1. (c)
2. (a)
3. (a)
4. (b)
5. (a)
6. (c)

First award:

★ BAGBY, Oliver W., Comdr. (then Lt. Comdr.), USN, San Mateo, Calif.: Assistant approach officer, USS *Bang*, Japanese waters, 27 Aug to 29 Sept 1944.

★ BASKETT, Thomas S., Comdr. (then Lt. Comdr.), USN, Noank, Conn.: CO, USS *Tautog*, 12th war patrol in Japanese waters, 23 June to 10 Aug 1944.

★ BELKNAP, Robert E., Jr., Lt., USNR, Duxbury, Mass.: Senior small craft OinC, group of U.S. small craft boats, invasion Southern France, August 1944.

★ BIESEMEIER, Harold, Capt. (then Comdr.), USN, San Francisco, Calif.: CO, USS *Charles Carroll*, invasion Normandy, 6 June 1944.

★ BILLS, John E., Lt. Comdr. (then Lt.), USNR, Carson, Nev.: Boat group commander, staff Commander Transport Division 47, assaults on Iwo Jima, Okinawa and Tauken Shima, January through May 1945.

★ BOELHAUF, Elmer E., Lt., USN, San Diego, Calif.: Assistant transport group beachmaster, operations against Japanese forces on Roi and Namur, Marshall Islands, 31 Jan to 5 Feb; transport division beachmaster, landing on Guam 21 to 25 July 1944.

★ BOGLEY, John A., Comdr. (then Lt. Comdr.), USN, Friendship Heights, Md.: Assistant approach officer, USS *Picuda*, first war patrol in Japanese waters, 17 Feb to 5 Apr 1944.

★ BOIT, Julian M., Capt. (then Comdr.), USNR, Cedarhurst, N. Y.: Aide and flag secretary of a naval task force commander, invasion of Southern France, August 1944.

★ BOUCHER, John W., Lt., USNR, Richmond, Va.: CO, USS *LCI(L) 495*, invasion France, 7 June 1944.

★ BOWEN, Francis B., Lt. Comdr. (then Lt.), USNR, North Hollywood, Calif.: Assistant intelligence officer, Commander Aircraft, Solomon Islands, 20 Nov 1943 to 1 Mar 1944.

★ BOYD, Alston M., Jr., Capt. (then Comdr.), USN, Long Beach, Calif.: CO, USS *Kendrick*, invasion of Southern France, 20-26 Aug 1944.

★ BRADEN, James L., Lt. (jg), USN, Little Rock, Ark.: Aviation maintenance and division officer, USS *Kenneth Whiting*, Central and Western Pacific waters, 1 Feb to 30 June 1945.

★ BRENNEN, James M., Lt. Comdr. (then Lt.), USNR, Highland Park, Mich.: CO, USS *LST 619*, operations against Japanese forces, Philippine Islands and Borneo, December 1944 to July 1945.

★ BRICKHOUSE, Smith, Jr., Lt. (then Lt. (jg)), USNR, Milwaukee, Wis.: CO, USS *LCS(L) 37*, assault and capture Okinawa, April to June 1945.

★ BURRELL, Charles W., Lt. (then Lt. (jg)), USNR, Santa Barbara, Calif.: Radar and communications officer, USS *Pollack*, ninth war patrol in Japanese waters, 28 Feb to 11 Apr 1944.

★ CARTER, John B. H., Lt. Comdr. (then Lt.), USNR, Media, Pa.: Intelligence officer of bomber command and later OinC all intelligence sections, Strike Command, Aircraft, Solomon Islands, 6 July 1943 to 12 Feb 1944.

★ CEDERBERG, Werner E., Lt. (then Lt. (jg)), USNR, Evanston, Ill.: CO, USS *LCI (L) 490*, invasion France, 7 June 1944.

★ CHARRON, James R. D., Lt. (then Lt. (jg)), USNR, Pen Argyl, Pa.: CO, landing craft gunboat, Marshall Islands, January and February 1944.

★ COLEMAN, David B., Capt. (then Comdr.), USN, San Diego, Calif.: CO, USS *Niagara*, Solomons Islands area, 25 May 1943.

★ CONLEY, Thomas F., Capt. (then Comdr.), USN, Coronado, Calif.: CO, USS *Ringold*, Tarawa Atoll, November 1943.

★ COOPER, Allan B., Lt., USNR, Denver, Colo.: CO, USS *LCS(L) 55*, assault and capture Okinawa, April to June 1945.

★ COTTEN, John H., Comdr. (then Lt. Comdr.), USN, Chapel Hill, N. C.: CO, USS *Charles J. Badger*, North Pacific area, 13-26 June 1944.

★ CROSS, John G., Capt., USN, Laguna Beach, Calif.: Logistics officer on staff Commander Third Fleet, Ryukyu Islands, Formosa, Philippines, French Indochina bases and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.

★ DEEN, Harvard F., Lt. (jg) (then Ens.), USN, Seminary, Miss.: Second officer *PT 370*, along New Guinea, New Britain and Admiralty Island coast from December 1943 to August 1944.

★ DISSETTE, Edward F., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: CO, USS *Cero*, second, third, fourth and fifth war patrols in Japanese waters, 13 Dec 1943 to 20 Aug 1944.

★ DUDEK, John M., Lt., MC, USNR, Chicago, Ill.: Medical officer, USS *Caldwell*, reconquest of Philippines, 12 Dec 1944.

Blue Stripe Goes on Top

The Presidential Unit Citation ribbon is worn with the blue stripe on top. In All Hands, July 1947, the four-color plate of ribbons of decorations and medals awarded to naval personnel incorrectly depicted the PUC ribbon with the red stripe uppermost.

★ DECORATIONS

Bronze Star (Cont.)

★ FINLEY, William N., Jr., Lt. Comdr. (then Lt.), USNR, Waverly, N. Y.: Commander LST Division 28, European theater, 1944.

★ FITZMORRIS, James, Lt. Comdr. (then Lt.), USNR, Wilmette, Ill.: Operations officer, 7th Amphibious Force, New Guinea, Bismarck Archipelago, Halmaheras and Philippines, August 1943 to February 1945.

★ GADROW, Robert E., Comdr., USN, Peace Dale, R. I.: CO, USS *Isherwood*, operations in North Pacific areas, from 3 Mar to 5 Mar 1944.

★ GAGE, Hugh F., Lt., USNR, New York City, N. Y.: CO, USS YMS 83, during operations against Anzio-Nettuno area, Italy, in January 1944.

★ GALVANI, Amedeo H., Lt. (then Lt. (jg)), USN, Hyde Park, Mass.: On board USS *Burns*, Truk Atoll, 16 Feb 1944.

★ GENEROUS, Percy D., Lt. Comdr., USN, Boston, Mass. (posthumously): Flight deck officer, USS *Hancock*, Philippines, 10 Oct 1944 to 2 Jan 1945.

★ GILLAM, Edwin J., Capt., USN, Washington, D. C.: Personnel officer, staff Commander 8th Fleet, Mediterranean theater, October 1943 to June 1944.

★ GLIOTTONE, Frank L., Lt. Comdr., USNR, Rochester, N. Y.: First lieutenant, USS *Gar*, during 11th war patrol, in enemy waters, from 3 Mar to 21 Apr 1944.

★ GREER, Harry H., Comdr. (then Lt. Comdr.), USN, Pasadena, Calif.: Assistant approach officer, USS *Herring*, third war patrol, 6 Mar to 12 Apr 1943.

★ GREEVER, Frank E., Lt. (jg) (then CMOMM), USN, San Francisco, Calif.: Hydraulic manifold operator, USS *Cabrilla*, fifth war patrol Pacific Ocean, 3 July to 19 Aug 1944.

★ GROSSETTA, Warren A., Lt., USN, Tuscon, Ariz.: Plotting officer and OD, USS *Cabrilla*, fifth war patrol in enemy waters, from 3 July to 19 Aug 1944.

★ HALL, Warren C., Comdr. (then Lt. Comdr.), USN, Newark, N. J.: Approach officer, USS *Sunfish*, sixth war patrol, 15 Jan to 9 Mar 1944.

★ HANSEN, Harry J., Capt. (then Comdr.), USN, Los Angeles, Calif.: CO, USS *Storm King*, amphibious assaults on Angaur, Leyte and Lingayen Gulf, September 1944 to January 1945.

★ HARMON, Joseph F., Lt. (then Lt. (jg)), USN, Jacksonville, Fla. (posthumously): First lieutenant and damage control officer, USS *John D. Ford*, Netherlands East Indies, 8 Dec 1941 to 4 Mar 1942.

★ HARRIS, David L., Comdr., USN, Cordale, Calif.: CO of a U.S. destroyer in operations against enemy forces, POA, 16 May 1944.

★ HASTINGS, Charles A., Lt., USNR, Mason City, Iowa: CO, MTB, during operations against enemy forces in Solomon Islands areas, 5 May 1944.

★ HAWKES, Clarence D., Lt., USNR, Memphis, Tenn.: While serving in USS *Crescent City*, from 6 Apr to 23 Aug 1945.

★ HAWKS, William L., Lt., USNR, Euclid, Ohio: Service against enemy forces in Marshall Islands, 1 Feb 1944.

★ HAWLEY, Edgar D., Lt., USNR, Richmond, Va.: CO, USS LST 308, prior to and during invasion of Southern France, 6 June 1944.

★ HAYES, John M., Lt. Comdr. (then Lt.), USNR, Chicago, Ill.: CO, *LCI(L) 469*, invasion of France, 7 June 1944.

★ HERMAN, Milton, Lt., USNR, Arllington, Mass.: CO, USS YMS 27, during advanced landings in the Anzio-Nettuno area, Italy, in January 1944.

★ HESS, John B., Comdr. (then Lt. Comdr.), USN, Cincinnati, Ohio: Navigator, USS *Seawolf*, 13th war patrol in Japanese-controlled waters, 1 June to 7 July 1944.

★ HILL, Hamilton D., Lt. Comdr., USNR, Missoula, Mont.: CO, USS *Barry*, invasion Southern France, August 1944.

★ HILL, Thomas K., Lt., USN, Halletsville, Tex.: Torpedo data computor operator, USS *Tautog*, 11th war patrol, from 17 Apr to 21 May 1944.

★ HINCHLEY, John J., Lt. Comdr. (then Lt.), USN, Omaha, Neb.: Diving officer, USS *Halibut*, seventh war patrol in Japanese-controlled waters, 10 Oct to 17 Nov 1943.

★ HOBBS, Truman M., Lt. (then Ens.), USNR, Washington, D. D.: Fire fighting and salvage officer, USS *Hopi*, Anzio beachhead. 15-17 Feb 1944.

★ HOHN, Samuel H., Lt. Comdr. (then Lt.), USN, Beldwin Park, Calif.: Flag Secretary, staff Commander Amphibious Group 3, vicinity of Kwajalein, Guam, Levte and Lingaven Gulf from January 1944 to January 1945.

★ HUGHES, Robert H., Lt., (jg), USNR, Oakbluffs, Mass.: Member of attack team, attached to U. S. destroyer, against enemy submarine in Pacific area. 4 Feb 1944.

★ HOWARTH, William J., Lt., USNR, Pittsburgh, Pa.: Radar officer, USS *Guardfish*, eighth war patrol in Japanese-controlled waters, 14 June to 31 July 1944.

★ HUBBARD, Eliot, III, Lt., USNR, Coronado, Calif.: Member staff transport group commander, operations forward areas Pacific. May 1943 to 26 July 1944.

★ JALRERT, Horace H., Capt., USN, Annapolis. Md.: CO, amphibious training base, Bizerte, Tunisia, prior to and during invasion of Southern France, Aug 1944.

★ JENKINS, Maurice, Lt. (jg) (then CMOMM), USN. Dover, N. H.: Battle hydraulic manifold operator and senior auxiliaryman, USS *Darter*, third war patrol. Pacific area, 21 June to 8 Aug 1944.

★ JENNINGS, Carter B., Comdr., USN, Laguna Beach, Calif.: CO, USS *McDermot*, in actions against enemy forces, at Saipan, Marianas Islands, 15 June 1944.

★ JOHNSON, Leon D., III, Lt., USNR, Richmond, Va.: Countermeasure officer, staff Commander 3d Fleet, Ryukyus, Formosa, Philippines, French Indochina and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.

★ JOHNSON, William C., Lt. (jg), USNR, Valley Stream, N. Y.: Aboard USS *SC 1326*, Pacific area, 21 July 1945.

★ JONES, Lawrence F., Lt. Comdr., USNR, Washington, D. C.: Officer in tactical command of units of PT boats, operating off the coast of France, nights of 6 Aug and 11 Aug 1944.

★ KENNEY, Edward C., Capt. (then Comdr.), USN, Bucyrus, Ohio: Medical officer, staff Commander Amphibious Group 3, vicinity Guam, Leyte, Lingayen Gulf, April 1944 to January 1945.

★ KESTER, Virgil C., Lt. (then Lt. (jg)), USNR, Washington, D. C.: CO, fire support ship attached to *LCI(G)* Flotilla 3, assault and capture of two large Pacific Islands, June to July 1944.

★ KING, Ira M., Lt. Comdr., USNR, Los Angeles, Calif.: Plotting officer and communication officer, USS *Darter*, fourth war patrol, from 1 Sept to 24 Oct 1944.

★ KLEE, William M., Comdr., USN, New York, N. Y.: CIC officer, USS *Murphy*, operation and assault of Cherbourg, France, 5 June 1944.

★ KNAPP, David, Lt. Comdr., USNR, New York, N. Y.: Operations against Japanese forces, Noemfoor Island, Dutch New Guinea, 2 July 1944.

★ KRAUZA, Boleslaw, Ens., USN, Grove City, Pa.: Assistant engineering officer, USS *Raton*, on first and second war patrols in enemy waters.

★ LAMB, Raymond S., Capt., USNR, Bridgeport, Conn.: CO, USS *Picking*, operations against enemy forces in North Pacific areas, from 4 Feb to 26 June 1944.

★ LABOUNTY, Raymond A., Lt. (jg), USNR, Ann Arbor, Mich.: Hull department division officer and OinC renair and fire fighting party aboard USS *Wasp*. Pacific area. 19 May 1944 to 15 Aug 1945.

★ LAVIN, Charles G.. Lt. Comdr. (then Lt.), USNR, Daytona Beach, Fla.: Intelligence officer on staff naval task force commander, invasion of Southern France, August 1944.

★ LEGENDBE, John M.. Comdr. (then Lt. Comdr.). USNR. Washington D. C.: Executive officer intelligence center administration officer, Joint Intelligence Center, Pacific Ocean areas, 23 July 1942 to 1 Sept 1945.

★ LEVIN, William W., Lt. (then Lt. (jg)), USN, South Richmond, Va.: Engineering officer, USS *Gunston Hall*, invasion Roi-Namur, Emirau, Hollandia, Guam, Peleliu, Levte, Luzon, Iwo Jima and Okinawa, 13 Jan 1944 to 26 July 1945.

★ LIDSTONE, Nicholas A., Capt., USN, Bellington, Wash,: CO of a U.S. vessel, operations against enemy forces, POA, 16 May 1944.

★ LOVE, John E., Lt. (then Lt. (jg)), USNR, North Field, Ill.: Radar officer, USS *Seahorse*, fourth war patrol Japanese-controlled waters, 28 March to 27 April 1944.

★ LYON, Bavard W., Lt. (jg), USNR, Chicago, Ill.: OD, USS *Raton*, during sixth war patrol in enemy waters, from 9 Oct to 1 Dec 1944.

★ MALY, John T., Lt. (then Ens.), USN, Vallejo, Calif.: Diving officer, USS *Sturgeon*, ninth war patrol Japanese-controlled waters, 13 Dec 1943 to 6 Feb 1944.

★ MANSELL, Paul L., Jr., Lt. Comdr. (then Lt.), USNR, Hollis, N. Y.: Plotting officer, USS *Sunfish*, seventh war patrol, 22 June to 1 Aug 1944.

★ MARTIN, Lester, Capt. (then Comdr.), USNR, Long Beach, Calif.: CO, U.S. ship, assault on Kwajalein, 31 Jan 1944, and in Marianas, 21 July 1944.

★ MAYBERRY, Dale, Comdr. (then Lt. Comdr.), USN, Nevada, Mo.: Aide and flag secretary, operations officer, and chief of staff, ComCruDiv attached to U.S. Pacific Fleet. 5 Oct 1943 to 26 June 1944.

★ MCKINLEY, Erskine W., Lt., Comdr., USNR, Birmingham, Ala.: CO, USS YMS 207, during advanced landings in Anzio-Nettuno area, Italy. Jan 1944.

★ MCKINNEY, Gahe, Lt., USN, Colfax, Wash.: Torpedo officer, USS *Tunny*, fifth war patrol in Japanese-controlled waters, 27 Feb to 28 June 1944.

★ MCLEOD, Norman W., Lt. Comdr. (then Lt.), USN, Clarkston, Wash.: Air officer, USS *Kenneth Whiting*, Central and Western Pacific waters, 1 Sept 1944 to 30 June 1945.

★ MEIMO, Peter J., Capt. (then Comdr.), USN, Kulpmont, Pa.: For meritorious achievement in support sustained operations from 26 Sept 1943 to 10 Nov 1944 and as material officer South Atlantic Force, 30 May to 10 Nov 1944.

★ MILLER, Roger F., Comdr. (then Lt. Comdr.), USN, Berkeley, Calif.: CO, USS *Osmond Ingram*, invasion of Southern France, August 1944.

★ MONROE, Paul H., Lt. (then (jg)), USNR, Los Angeles, Calif.: Diving officer, USS *Barb*, eighth war patrol in Japanese-controlled waters, 21 May to 9 July 1944.

★ MOSS, Edward K., Lt., USNR, New York, N. Y.: Fighter director officer on staff of Commander 3rd Fleet, from 24 Aug 1944 to 26 Jan 1945.

★ OWENS, Hinton A., Comdr., USN, Augusta, Ga.: CO, USS *Luce*, in operations against enemy forces in North Pacific areas, from 4 Feb to 26 June 1944.

★ PETTIT, Charles N., Lt., USNR, Bloomfield, Iowa: Member of fire control party, USS *Atule*, during first war patrol, from 9 Oct to Dec 1944..

★ MURPHY, John W., Capt. (then Comdr.), USN, Washington, D. C.: CO, beach assault unit, invasion Southern France, August 1944.

★ NALLY, Thomas J., Lt., (then Lt. (jg)), USNR, Brooklyn, N. Y.: CO, fire support ship attached to *LCI(G)* Flotilla 3, assault and capture two large Pacific islands, June to July 1944.

★ PERRY, George G., Lt. (then Ens.), USNR, Indianapolis, Ind.: Gunnery officer, USS *Somers*, invasion of Southern France, 15 Aug 1944.

★ PITTS, Raymond L., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Diving officer, USS *Queenfish*. Japanese-controlled waters, 4 Aug to 3 Oct 1944.

★ PLUMER, Richard B., Lt., Comdr., USNR, Miami, Fla.: CO, PC 617, in operations against enemy off coast of France, for a period of 21 days.

★ RAMEY, John W., Comdr., USN, Seattle, Wash.: CO, USS *MacDonough*, forward Pacific areas, 9 Dec 1943 to 8 Aug 1944.

★ REED, William G., Lt. Comdr., USNR, Seattle, Wash.: As aide and flag lieutenant on staff of Commander North Pacific Force, from 25 Nov 1943 to 28 Nov 1944.

★ REILLY, James J., Jr., Lt., USNR, Newport, R. I.: Division officer of flag personnel, on the staff of a task force commander, prior to and during the invasion of Southern France, Aug 1944.

★ RICE, Stephen E., Comdr. (then Lt. Comdr.), USNR, Alexandria, Va.: Air plot, assistant air and acting air officer, USS *Lexington*, Central and Western Pacific areas, March to October 1944.

★ RUSSELL, William A., Lt., USNR, Pittsburgh, Pa.: CO, USS *LCS(L) 24*, assault and capture Okinawa, April to June 1945.

★ SHARPE, Jack M., Lt., USNR, Greenville, Tex.: CO, USS *LCS(L) 17*, assault and capture Okinawa, April to June 1945.

★ SHELMIRE, Harold S., Lt. (then Lt. (jg)), USNR, Oakmont, Pa.: CO, *LCI (Mortar)*, invasion Leyte, 20 Oct 1944.

★ SHEREBTZ, Herbert J., Lt. Comdr. (then Lt.), USNR, Roanoke, Va.: Executive officer and division commander, Motor Torpedo Boat Squadron 34, invasion of France, 24 May to 27 June 1944.

★ SIMPSON, Eugene P. A., Capt., USNR, Winchester, Mass. (posthumously): CO, advanced amphibious training base, Salerno, Italy; and Commander 8th Amphibious Force, invasion of Southern France, August 1944.

★ SINCAVICH, John W., Lt., USN, Bridgeport, Ohio (posthumously): Diving officer aboard U.S. submarine during war patrol in Japanese-controlled waters.

★ SMITH, Charles W., Lt. Comdr., USN, Gloucester, Mass.: As training officer and CO of a task unit, prior to and during the invasion of Normandy, France, from 29 Jan to June 1944.

★ SNIPES, Beecher, Comdr. (then Lt. Comdr.), USN, Waurika, Okla.: Executive officer of Headquarters, Fleet Air Wing 7, OinC, base unit and OinC Area Utility Communication Aircraft Unit, Atlantic theater, 1 Dec 1943 to 10 Mar 1945.

★ SPERRY, Lawrence B., Lt. Comdr. (then Lt.), USNR, Oyster Bay, N. Y.: Diving officer, USS *Sturgeon*, 10th war patrol in Japanese-controlled waters, 8 Apr to 25 May 1944.

★ STEINER, Morris, Comdr., USNR, Brooklyn, N. Y.: Medical officer in charge of blood bank on board USS *Crescent City*, during operation against Okinawa, from 6 Apr to 23 Aug 1945.

★ STEWART, Raymond E., Lt., USNR, Norwich, N. Y.: Torpedo officer, USS *Halibut*, seventh war patrol. in enemy waters, from 10 Oct to 17 Nov 1943.

★ STYER, Charles W., Lt. Comdr. (then Lt.), USN, New London, Conn.: Assistant approach officer, USS *Tilefish*, second war patrol in Japanese-controlled waters, 22 June to 15 Aug 1944.

★ TAYLOR, Henry H., Lt. (then Lt. (jg)), USNR, Brooklyn, N. Y.: Communications officer company of 8th Beach Battalion, invasion Southern France, 15 Aug 1944.

★ TENNENT, John G., III, Comdr., USN, (posthumously): CO, USS *Anderson*, Pacific area, July 1943 to 30 Jan 1944.

★ THORNE, Alfred H., Lt., USN, San Francisco, Calif.: For service in sustained operations against enemy forces in SoWesPac areas, from March 1942 to November 1944.

★ VAUGHN, Robert L., Lt., USNR, Seattle, Wash.: Communication officer, USS *Tunny*, during fifth war patrol, in enemy waters, from 27 Feb to 11 Apr 1944.

★ VAVRUSKA, William C., Ens., USNR, Petaluma, Calif.: As sonar operator aboard a U. S. Destroyer, during action in forward POA.

★ WADELL, Robert P., Capt., USN, San Mateo, Calif.: Navigator, USS *South Dakota*, Battle of Santa Cruz Islands and Battle of Guadalcanal, 26 Oct and 15 Nov 1942.

★ WARD, Thomas H., Comdr., USN, Raleigh, N. C.: On staff of Commander Amphibious Group 3, vicinity of Guam, Leyte and Lingayen Gulf, April 1944 to January 1945.

★ WARDEN, James B., Lt., USNR, Bronxville, N. Y.: Damage control officer, USS *Bang*, during first war patrol, from 29 Mar to 14 May 1944.

★ WATKINS, Preston R., Lt. Comdr., USNR, San Francisco, Calif.: As surgeon aboard USS *Dayen*, Gilbert Islands, from 20 Nov to 23 Nov 1943.

★ WEAVER, Everette P., Lt. (then Lt. (jg)), USNR, Ottawa, Ill.: Officer of the deck, USS *Bard*, eighth war patrol in Japanese-controlled waters, 21 May to 9 July 1944.

★ WERRENRATH, Reinald, Jr., Lt., USNR, Watertown, N. Y.: Fighter director officer, USS *Cabot*, POA, from April to June 1944.

★ WESSEL, Robert L., Lt. Comdr. (then Lt. (jg)), USNR, Fresno, Calif.: Boat executive officer and boat captain, PT-Boat in Motor Torpedo Boat Squadron 6, Solomon Islands, 13 May 1943 to 10 May 1944.

★ WHITE, James W., Comdr., USNR, Montgomery, Ala.: Engineering officer, USS *Tuscaloosa*, in operations against the enemy, invasion of France, 6 June 1944.

★ WHITE, Melville E., Lt., USNR, New Orleans, La.: CO, USS *LCS(L) 11*, assault and capture Okinawa, April to June 1945.

★ WILLIS, Avery L., Lt. (jg), USN, Santa Ana, Calif.: Leading auxiliaryman, USS *Tunny*, fifth war patrol, from 27 Feb to 11 Apr 1944.

★ WILSON, Albert S., Lt. Comdr., USNR, Philadelphia, Pa.: Repair officer at advanced base, Bizerte, Tunisia, from July 1943 to September 1944.

★ WILSON, John V., Lt. Comdr., USN, Sumter, S. C.: Diving officer USS *Shad*, sixth war patrol, in Japanese-infested waters, 29 Sept to 24 Nov 1943.

★ WOODRIFF, John L., Lt., USNR, Somerset, Va.: CO, USS SC 498, prior to and during the invasion of Southern France, August 1944..

★ YAMPOLSKY, Philip B., Lt. (jg), USNR, New York, N. Y.: Translator, Joint Intelligence Center, Pacific areas, 30 May 1944 to 1 Sept 1945.

★ YOUNG, Carl A., Lt. (jg), USN, Granby, Mo.: Plotting officer, USS *Sawfish*, seventh war patrol, in action against enemy forces, POA.

FANTAIL FORUM

Question: What foreign port would you like most to visit?

(Interviews were conducted at Headquarters 5th NavDist. Norfolk, Va.)



Billy G. Hendon, S1, Corsicana, Tex.: I'd like to visit Rio de Janiero in Brazil for various reasons. Rio is a city of wealth, and its colorful customs and atmosphere appeal to me. Seems like a good liberty town, too.



James E. Samuels, Y1, Charleston, W. Va.: I think that Athens would be a good port. I've heard a lot about its scenery and customs, and the people are supposed to be a friendly group. I prefer the East to the West, anyhow.



Francis J. Walter, S2, Mehoopany, Pa.: For me, there's Sydney, Australia. It's near all the large Eastern cities, and the people are very friendly. A pleasant climate helps complete the making of fine liberty for the serviceman.



Robert W. Herman, S1, Avondale, Md.: I'd take Rio de Janiero if I had anything to say about it. It is famous for its color, and its customs and Latin-American traditions appeal to me. I like their music, too.



Peter J. Mercier, SP13, Westerly, R.I.: My favorite port is Istanbul, Turkey. I like cold weather, and pretty country. I'm also intrigued by the atmosphere and beauty of that sector of the world.



Chester L. Bottom, SP13, Greensburg, Ind.: I guess my choice would be Dublin. I like the type of people in Ireland, and it is supposed to be pretty country. Maybe I like the way people talk over there.



Charles F. Welch, PHM2, Ardmore, Okla.; I'm for Wellington, New Zealand. The attitude of the people for servicemen foreign or home, is very good. Scenery and customs are enjoyable, too. Besides that, recreation facilities are favorable.



John G. Pappas, SP13, Hartford, Conn. I would like to visit Athens, Greece. My parents came from there, and I would feel almost at home, speaking their language. The scenery is something terrific, I hear, besides the friendly people.



John A. Dunlap, SP13, Winston, Mo.: Bremerhaven, Germany, for me. I always wanted to see Europe, and how the Germans live. They say that Europe isn't as beautiful as it used to be, but maybe there is something of its scenic beauty left.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subcription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Sightseeing through one of the narrow streets of Hong Kong, China, fascinates three bluejackets serving aboard USS Estes (AGC 12), flagship of Commander Naval Forces, Western Pacific.



SIGHTSEEING TRIO

WHAT'S YOUR NAVY DOLLAR WORTH?



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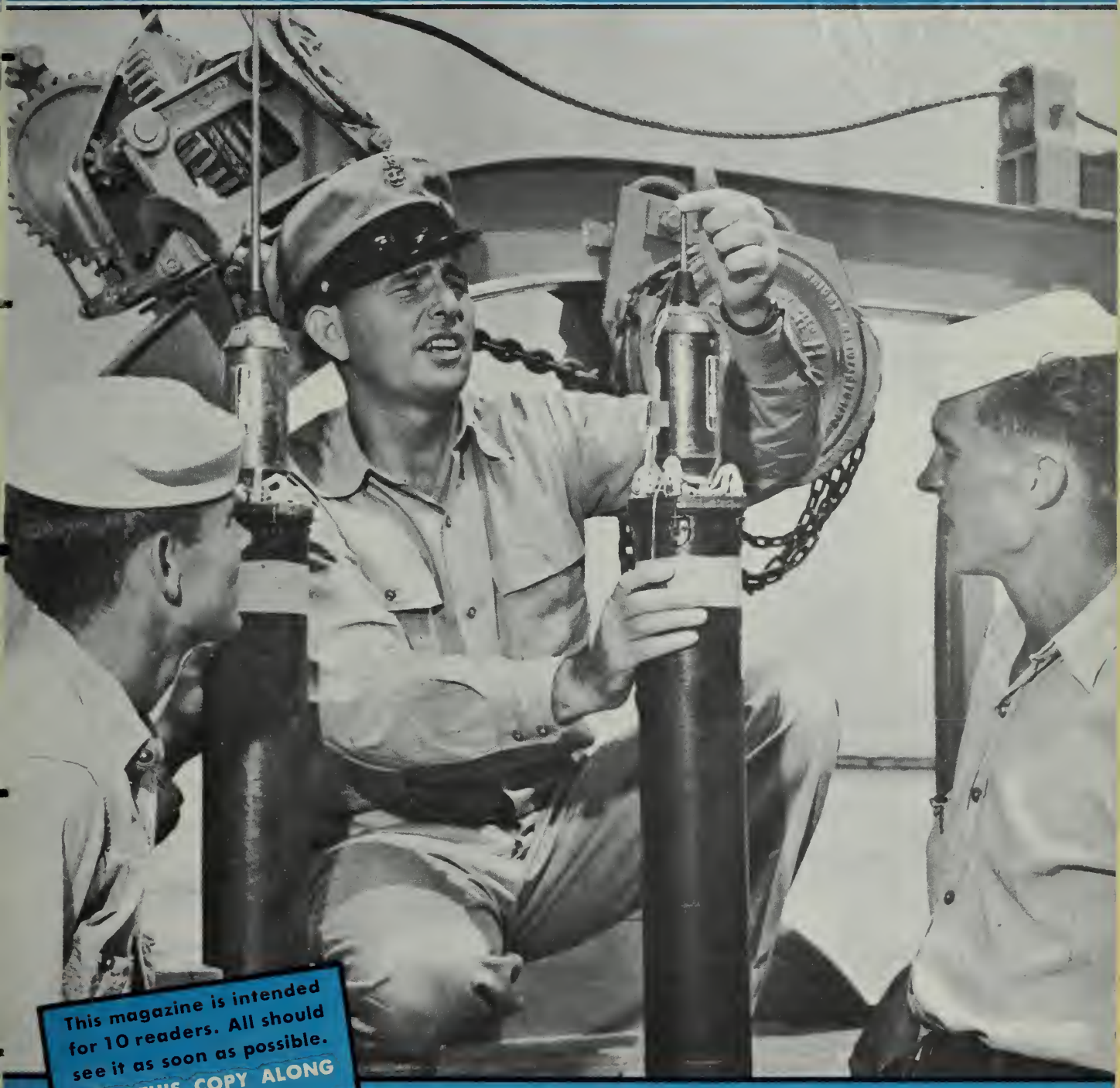
ANOTHER ~~A~~ GOOD REASON FOR SHIPPING OVER

Oct 10 '47

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

SEPTEMBER 1947


RINGSIDE SEAT



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1947 NAVPERS-O NUMBER 367

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

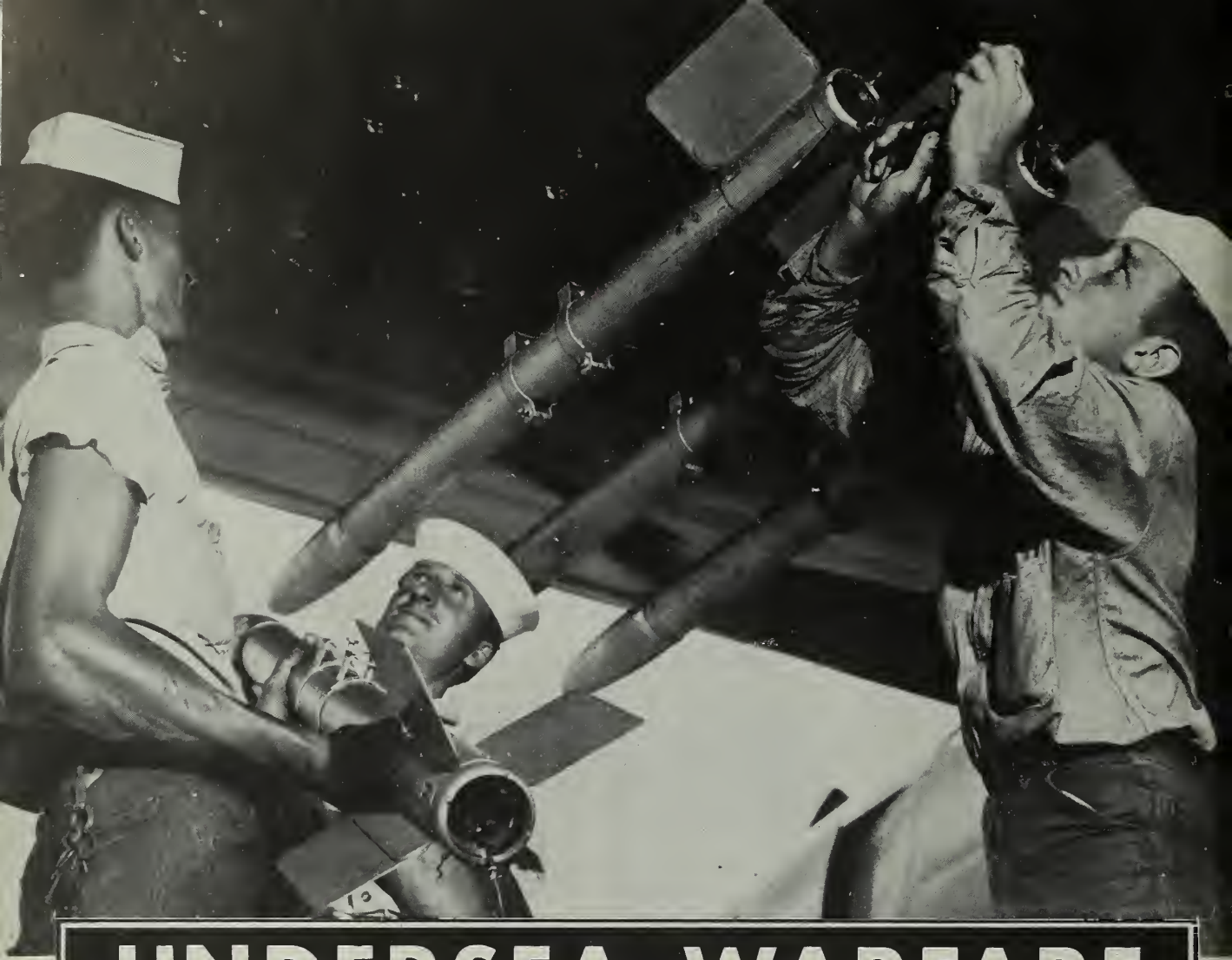
TABLE OF CONTENTS

	Page
Undersea Warfare	2
How Unification Affects the Navy	6
Service to the Fleet	8
The Word	12
Sports Roundup	13
Midshipman-Reserve Cruise	14
College Program	17
Legislative Roundup	18
Books: Variety of Topics	22
Early Naval Aviation	24
Stout Scout	27
Letters to the Editor	28
Crossroads Resurvey	31
Today's Navy	32
Bulletin Board:	
Ratings Open to Reenlistment	38
Shipment of Household Goods	39
Postgraduate Training Courses	41
Chance to Pick Next Duty Station	42
98 Pass Exam for Grade 1A	43
Officer Personnel Act	44
Swimming Qualifications	46
NROTC Nominations Deadline	47
Alnavs, NavActs in Brief	47
Unification Measure Text	50
Decorations and Citations	56
Fantail Forum	64

• FRONT COVER: In the course of training in electronics at Key West, Fla., a chief fire controlman explains the working parts of a wartime expendable radio sonobuoy. Left to right: G. A. Estle, AOM1, Wichita, Kan.; G. D. Weaver, ACFC, Jacksonville, Fla., and E. D. May, AOM3, Raleigh, N. C.

• AT LEFT: From this vantage point an unidentified member of Uncle Sam's Navy watches planes land on USS *Tarawa* during maneuvers in the Pacific.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated.



UNDERSEA WARFARE

EVERYONE'S HEARD about the irresistible force and the immovable object.

The Navy is looking now for the invincible submarine and the impervious defense.

It seems unlikely that the perfect sub and the perfect defense can exist at one and the same time, but *if* they can the Navy intends to find out about it or, failing that, to develop the next best thing.

Because submarine warfare and antisubmarine warfare go hand-in-hand, the Navy considers the problem to be "undersea warfare," and the Navy's effort is under the direction of a Coordinator of Undersea Warfare, who is Rear Admiral Charles W. Styer, USN, in the Office of the Chief of Naval Operations.

The Navy is approaching the problem with a will. Some of its best brains are plugging away at it. Numbers of highly trained men and a lot of equipment are engaged in undersea warfare development. The program absorbs a fair share of the Navy's effort today.

Admiral Styer said that his office "was created in recognition of the importance of both subarmine and antisubmarine warfare in the past with a full realization of the potential threat modern submarines may prove to be again in the future. As in all major weapon development, measure and countermeasure design and production must be coordinated lest those same weapons turned against us find us lacking in defense."

We'll refer to Admiral Styer again. He has said some pertinent things about undersea warfare. But first glance at what's happening today.

Navy Building Two New Experimental Subs, Plans to Convert Ships

The Navy has announced it will build two new experimental submarines, to be the world's fastest underseas combat craft. And the Navy is planning to convert several existing vessels, among them four submarines, to new types which the Navy believes will set the pace for tomorrow's fleet.

The new submarines will be named *Tang* and *Trigger*, after boats that won fame in World War II. They will be of the most advanced submarine design of and since the recent war, including features of the Germans' latest U-boats. The Germans, it may be added, were developing subs toward the end of the war designed with greatly increased underwater speeds.

The Navy is conducting intensive marine propulsion, ordnance and other research and development in subgear. Because developments of value in submarine design seem likely within the next years, the final design features of the *Tang* and *Trigger* will not be fixed until the boats are near completion, to allow inclusion of the latest useful developments.

Tang and *Trigger* will be the last word in undersea power, but submariners, who must live aboard the boats, need not fear that comfort will be sacrificed to fighting characteristics. The Navy said: "Notwithstanding radical departures from conventional and machinery designs, there will be no change in the high standards of habitability that are typical of American submarines. Improved messing facilities and lighting fixtures will make the *Tang* and *Trigger* the most comfortable submarines afloat."

Plans for the new subs are being prepared by BuShips and the Portsmouth Naval Shipyard, N. H., where one of the boats will be built privately.

The Navy expects that the new emphasis on undersea warfare will bring a diversification of submarine types and missions. An early hint of this was seen in the special tasks assigned our submarines during the Pacific war. The conversion program will supply some new-type hulls to the Fleet.

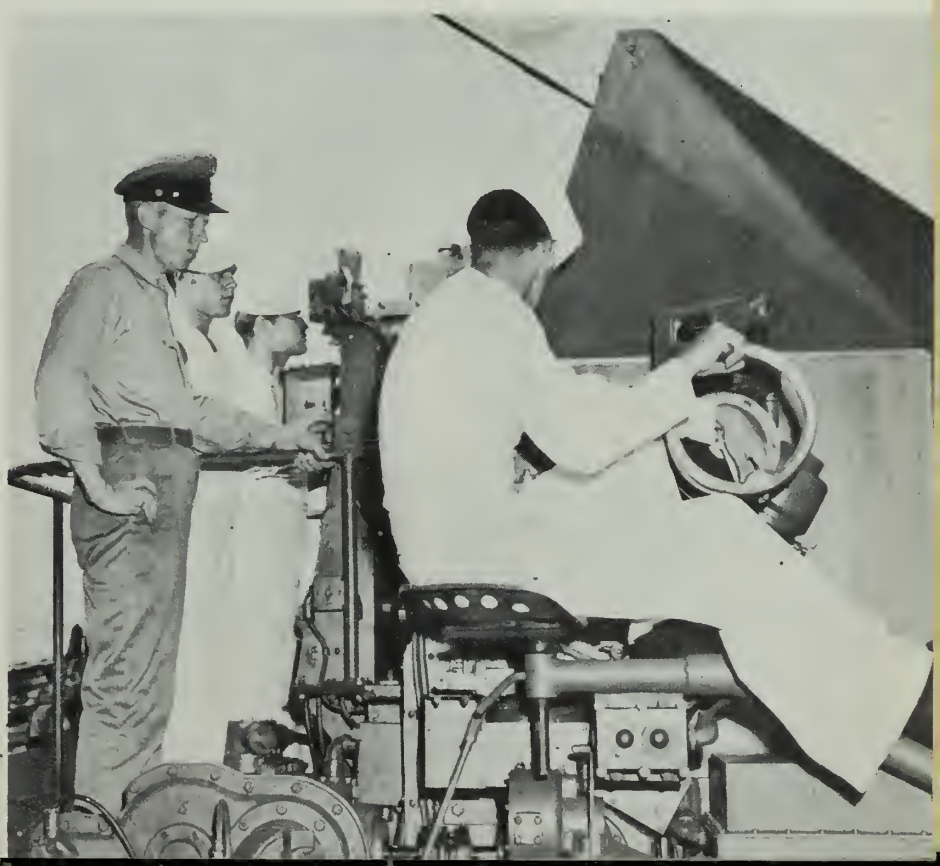
But submarines are only part of the story. The Navy also plans to convert several destroyers into high-speed destroyer escorts, mounting the latest search and attack gear and underwater weapons.

The Navy wants these speedy ships to develop group antisubmarine tactics and to allow training of a maximum number of antisubmarine personnel. Concurrently, the Navy has seen the need to increase the number of submarines with modern characteristics as rapidly as possible, to provide adequate training facilities for the "other half" in undersea warfare. You can't really train either half without the other.

The coordination required to reach



CHIEF in recording laboratory (above) cuts platter used in teaching sonarmen to recognize underwater sounds, while new antisubmarine ordnance (below) gets check on Key West school ship. School squadron often gets first crack at gear.





PHOTOGRAPHER'S MATE adjusts aperture of a plane camera prior to takeoff. Camera and synchronized flash tube records antisubmarine operations of TBM3.



STRIKERS get the dope from an expert. Graphic techniques make information

the undersea warfare concept is obvious. Admiral Styer has said the Navy's program will be directed "to fully exploit this new concept, keeping in mind the necessity for strong measures for adequate defense."

Effective coordination exists at the "grass roots" of undersea warfare—at the level, that is, of the men who man the ping gear of destroyers and submarines, the pilots and skippers who maneuver their planes and surface and subsurface craft against each other for "kills" in the same day's exercises. The field of battle presently is the waters off Key West and, to a lesser extent, San Diego, homes of the Fleet Sonar Schools and other undersea warfare development activities. Take Key West, for instance.

There new submarine techniques are originated and tried out, and as they develop, new surface and air antisubmarine techniques are evolved to counteract them. As the antisub men gain the upper hand, the submariners are spurred to new efforts. And so the spiral of development goes.

At Key West the latest German operational U-boats, the very effective Type 21, tie up alongside DDs and DEs of the school fleet after each day's work in which they have chased each other around the incredibly blue waters of the Gulf of Mexico.

The German Type 21s, of which there are two at Key West, are very good boats. They are equipped with *snorkel*, the device that permits them to breath at periscope depth and remain submerged for considerable periods. Their streamlined hulls look vicious and fast. They offer fine practice to the sonar teams of American ships, the best practice they'll get until the Navy's own new or converted boats put to sea.

Activities making up the undersea warfare complex at Key West include the Naval Base, Key West, the submarine base, air station, an inactive seaplane base, the sonar school and naval ordnance and antisubmarine development groups. They work together to develop sub-sea-air tactics — or work against each other, as the exercise may require.

In fact there's a healthy rivalry among the Key West hands, but no truth in the rumor that there's a regular morning line quoting 5 to 3 on the Type 21, or 7 will get you 10 on the DE today.

One of the vital units at Key West is the Surface Anti-Submarine Development Detachment, which operates as part of the Operational Development Force. The detachment evaluates antisubmarine weapons and helps to develop tactics to fight submarines. The unit also assists the Naval Ordnance Unit, the Antisubmarine Development Squadron, and the various laboratories and agencies in operations afloat as required. The officers and men of SurAsDevDet as a group represent an impressive amount of combat experience against enemy submarines and include persons of high technical qualifications, including many enlisted technicians.

The Key West area is ideal for development work. Operational surface vessels, aircraft and submarines are available throughout the year, on board which are tried out techniques dreamed up ashore. Generally good operating weather prevails.

Shoreside facilities include an electronics shop, photo and recording labs, ordnance shops and attack teachers. The attack teachers give practice ashore, simulating conditions at sea, in the newest tactics against submarines, and can be adjusted to mimic the characteristics of the most advanced submarines and antisubmarine surface vessels. Thus effective tactics may be developed before tomorrow's Navy slides down the ways.

The Fleet Sonar School, Key West, and its counterpart at San Diego, train officers and men in use and maintenance of sonar and allied antisubmarine equipment. A corollary

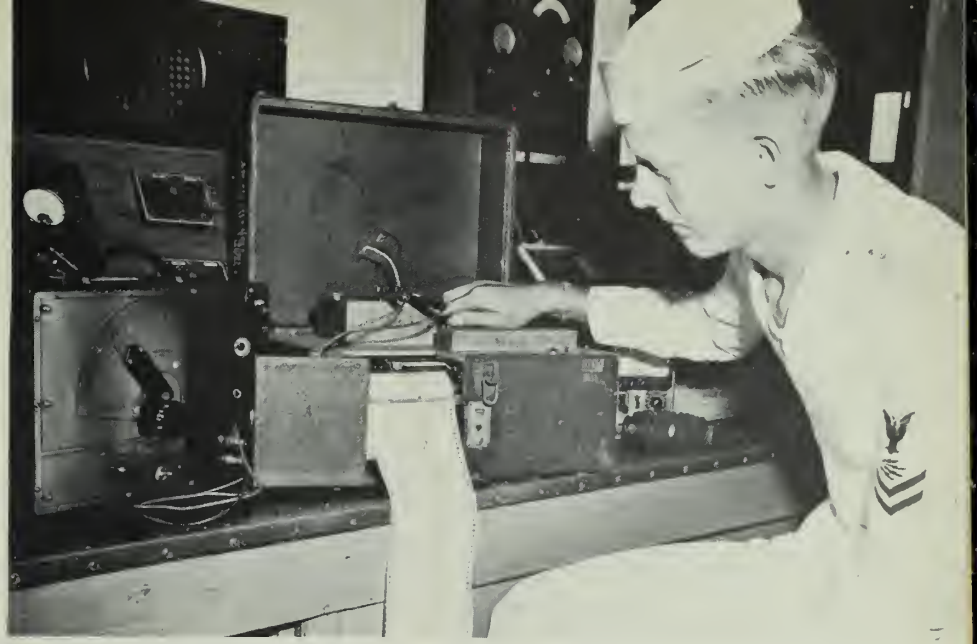
Light Cruiser's Crew Relaxes in New Lounge

A lounge where the crew may relax in easy chairs to read and listen to platter-music after "knocking-off," has been constructed aboard USS *Huntington* (CL 107).

Complete with reading tables and comfortable settees, the crew's lounge includes a 2,000-book library, games and a radiophonograph. The lounge was constructed while underway.



easier to use and analyze in developing tactics peculiar to antisub warfare.



SOUND traces its wavy portrait on paper tape (above). U-Boat 2513, once a pride of Imperial German Navy (below), stands into Key West after sea trials.

mission is to train personnel in use of sonar and similar equipment on board submarines. The training program produces operational experts in undersea warfare.

Indoctrination, theory and material are taught in classrooms on the beach. The practical phase of training occurs on board vessels of the school squadron and submarines provided by the sub base. The surface ships and submarines trade off as hunter and hunted to give students a nicely rounded, impartial view of the undersea art. About one-third of the training course is given at sea.

The school, in addition, trains operators for the newest equipment as it is developed by other undersea warfare groups, and puts new equipment to practical use at sea to determine whether it is effective and, if it is, how best to use it.

The Navy's undersea warfare forces are taking very seriously what Admiral Styer said about a year ago:

"Technological advances in undersea warfare made in the later stages of this past war by friends and foes alike have become the common property of all the great powers today. Under the threat of extinction, German scientists and naval engineers developed an entirely new concept of submarine operation.

"The Navy must be prepared in the future to meet attack from under the sea by true submersibles capable of maneuvering indefinitely submerged at high speed, and at great depths. We must be prepared to strike with similar weapons when necessary."



POLYPLANE is name given to this strange gear being lowered into water. Sound bounces off it, making it useful in calibrating and testing sonar equipment.



HOW UNIFICATION ACT AFFECTS NAVY

ORGANIZATION of the National Military Establishment was under way after passage of the National Security Act of 1947 (Public Law 253, 80th Congress) to coordinate the elements of the Nation's armed might.

The President appointed SecNav James Forrestal as the first Secretary of Defense, and the Senate confirmed the appointment. At this writing, Mr. Forrestal had not been sworn in but he had begun the big job of putting the law into effect "by evolution rather than revolution," as he put it at a press conference.

The act (printed in full elsewhere in this issue) provides in Title I for "Coordination for National Security." Under this title is established a National Security Council, a Central Intelligence Agency and the National Security Resources Board.

In Title II, the act provides for the National Military Establishment, and outlines the organization for such an establishment to include the Secretary of Defense; military aides, civilian assistants and other civilian personnel; Departments of the Army, Navy and Air Force; estblishment of the new U. S. Air Force; a War Council, the Joint Chiefs of Staff and the Joint Staff, the Munitions Board and the Research and Development Board.

Under Title III, "Miscellaneous," the act includes certain working provisions such as compensation, transfer of funds and personnel required, authorization for appropriations, certain definitions, the relationship of the act to other parts of law, and other considerations.

With respect to the Navy, the act provides as follows:

The Department of the Navy is construed to mean the Department of the Navy at the seat of government; the headquarters, U. S. Marine Corps; the entire operating forces of the Navy, including naval aviation, and of the Marine Corps, including the Reserve components; and it includes field activities, headquarters, forces, bases, installations, activities and functions under the control or supervision of the Department of the Navy, and the Coast Guard when operating as a part of the Navy.

The act provides in Section 206 (b), "In general the United States Navy, within the Department of the Navy, shall include naval combat and service forces and such aviation as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea. It shall be responsible for the preparation of naval forces necessary for the effective prosecution of war except as otherwise assigned, and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.

"All naval aviation shall be integrated with the naval service as part thereof within the Department of the Navy. Naval aviation shall consist of combat and service and training forces, and shall include land-based naval aviation, air transport essential for naval operations, all air weapons and air techniques involved in the operations and activities of the United States Navy, and the entire remainder of the aeronautical organization of the United States Navy, together with the personnel necessary therefor.

"The Navy shall be generally responsible for naval reconnaissance, antisubmarine warfare, and protection of shipping.

"The Navy shall develop aircraft, weapons, tactics, technique, organization and equipment of naval combat and service elements; matters of joint concern as to these functions shall be coordinated between the Army, the Air Force, and the Navy."

The act provides for the following:

- National Security Council

The Council is established to advise the President with respect to "integration of domestic, foreign, and military policies relating to the national security so as to enable the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security."

The Council shall be composed of the President, the Secretary of State, the Secretary of Defense, the Secretaries of the Army, Navy and Air Force, the Chairman of the National Security Resources Board and such of the following officers as the President may designate from time to time: the secretaries of the executive departments, the Chairman of the Munitions Board, and the Chairman of the Research and Development Board.

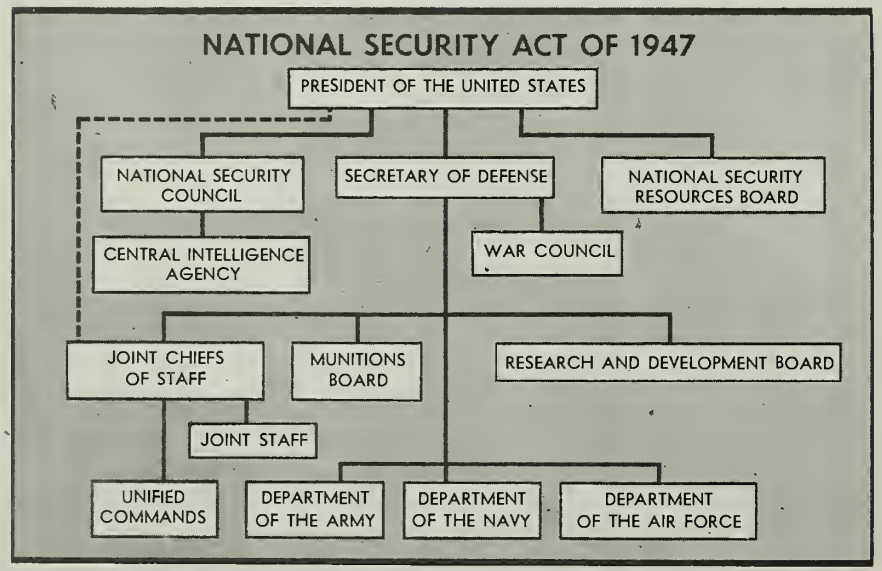
- Central Intelligence Agency

This is established under the National Security Council, with a Director of Central Intelligence who may be appointed from among the commissioned officers of the armed services or from civilian life.

The Central Intelligence Agency is given the task of coordinating the intelligence activities of the several government departments and agencies in the interest of national security.

- National Security Resources Board

This board, to be headed by a chairman appointed from civilian life by the President with advice and consent of the Senate, has the function to advise the President concerning the coordination of military, industrial and civilian mobilization.



Title II of the act provides for the National Military Establishment, consisting of the Departments of the Army, Navy and Air Force, and the other boards and agencies established in Title II, as follows:

• Secretary of Defense

This official is appointed by the President with advice and consent of the Senate. A person who has within 10 years served on active duty as a commissioned officer in a regular component of the armed services is not eligible for this appointment.

The Secretary of Defense is the principal assistant to the President in all matters relating to the national security. In addition he is the head of the National Military Establishment, in which capacity he shall:

"(1) Establish general policies and programs for the National Military Establishment and for all of the departments and agencies therein;

"(2) Exercise general direction, authority, and control over such departments and agencies;

"(3) Take appropriate steps to eliminate unnecessary duplication or overlapping in the fields of procurement, supply, transportation, storage, health, and research;

"(4) Supervise and coordinate the preparation of the budget estimates of the departments and agencies comprising the National Military Establishment; formulate and determine the budget estimates for submittal to the Bureau of the Budget; and supervise the budget programs of such departments and agencies under the applicable appropriation Act . . ."

• Department of the Army

The Department of War will hereafter be designated the Department of the Army, and the title of the Secretary of War shall be changed to Secretary of the Army.

The act provides for a United States Army within the Department of the Army, to include land combat and service forces and such aviation and water transport as may be organic therein.

• Department of the Navy

• Department of the Air Force

The act establishes an executive department, the Department of the Air Force, with a Secretary of the Air Force, and a United States Air Force therein.

The U. S. Air Force will have a Chief of Staff appointed by the President with advice and consent of the Senate. The Air Force will have transferred to it the existing Army Air Force, the Air Corps United States Army, and the General Headquarters Air Force (the Air Force Combat Command). The transfer will take place during a two-year period starting with the date upon which the act becomes effective.

• War Council

• Joint Chiefs of Staff

• Joint Staff

• Munitions Board

• Research and Development Board

'WITH THE FULLEST SPIRIT OF COOPERATION'

As the National Security Act became law, the following message (NavOp 11) was released to the naval service by CNO:

"The National Security Act of 1947 is now law. Its 'Declaration of Policy' states:

" 'In enacting this legislation it is the intent of Congress to provide a comprehensive program for the future security of the United States; to provide for the establishment of integrated policies and procedures for the departments, agencies, and functions of the government relating to the national security; to provide three military departments for the operation and administration of the Army, the Navy (including naval aviation and the United States Marine Corps), and the Air Force, with their assigned combat and service components; to provide for their authoritative coordination and unified direction under civilian control but not to merge them; to provide for the effective strategic direction of the armed forces and for their operation under unified control and for their integration into an efficient team of land, naval and air forces.'

"The terms of the Act fulfill its declaration of policy. With its enactment the Navy enters upon a new and closer relationship with its sister services, the Army and the Air Force, and becomes a member of the larger over all organization, the National Military Establishment.

"Such differences of opinion as were expressed in the naval service in the past with respect to the merits of the new organization, are resolved by the President's approval of the act. The personnel of the Navy and all of its components will apply themselves wholeheartedly and with the fullest spirit of cooperation to the implementation of its provisions."

QUIZ AWEIGH

Give yourself a point for each correct answer and check to see where you stand.

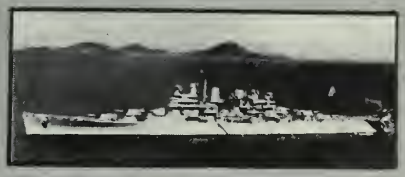
6..... Popeye
5..... Plenty Salty
4..... Short Timer
3..... Recruit



1. This is the (a) Constellation (b) Constitution (c) Conestoga.
2. It can carry (a) 180 (b) 250 (c) 325 passengers.



3. You can tell he is aboard (a) submarine (b) destroyer (c) carrier.
4. He is probably (a) MAM (b) WT (c) MOMM.



5. This is a cruiser of the (a) Baltimore (b) Cleveland (c) Brooklyn class.
6. The main battery consists of (a) 6-inch (b) 8-inch (c) 5-inch guns.

ANSWERS ON PAGE 61

SERVICE TO THE



TRANSFER of personnel to operating units is a vital job. Below, seamen get doused connecting the fuel lines.



WANT strawberries in Greenland, or ice cream at the South Pole? Need repairs or towing or targets or salvage, or a boat to take you ashore? Just ask the Service Force, whose motto might well be: "If it floats we'll tow it, if it won't we'll hoist it aboard and carry it."

Service to the fleet is the business of ComServPac (who is Vice Admiral Francis S. Low, USN) and ComServLant (Rear Admiral Wilder D. Baker, USN). The service force commanders direct probably the most varied activities, and head up certainly the most heterogeneous group of ships of any Navy command.

They also cover a lot of territory. ComServLant's octopus arms stretch across the Atlantic from the North to the South Pole, east of Europe and Africa, into the Mediterranean, Red Sea and Persian Gulf. His ships criss-cross these waters on scheduled and intermittent runs, and push their bows into most of the major and minor ports of this vast area.

The Pacific service fleet travels to the remotest corners of that great ocean in support of Navy bases. It's dogged "A" fleet plows the Asiatic seas carrying the necessities and niceties to Uncle Sam's sailors who, the service forces are convinced, are the hungriest men in the world.

Not only are they the hungriest, but they're probably the most demanding. They want to eat like a Nebraska farmer whether they're in Bahrein or the Barbadoes. Thanks to the service forces they pretty nearly can. War-proved experiments with frozen foods have put garden vegetables on mess tables around the world. During the war, lack of reefer space confined the service to hospitals and submarines, but lower peacetime demands and new containers now make the service available to the whole Fleet. The Navy is still experimenting with containers and improved methods of packaging, storing and shipping fresh-frozen foods.

The service of supply breaks down into three categories:

• Bases along the coasts and outside the continental limits are stocked by the indefatigable service forces. AFs, AKs and AKAs, and lumbering LSTs, haul goods wherever the Navy operates. Service force staffs compile and screen requirements, determine delivery intervals depending upon the endurance of various bases, and see that the materials are procured and delivered to loading ports.

• Fueling the Fleet is such a huge operation it rates a separate category. The service forces transport aviation and motor gasoline, fuel and diesel oils and lubricants. Navy tank farms everywhere are replenished by service fleet tankers (AOs and AOGs). Oil is bought as far away as the Persian Gulf and hauled to major U. S. terminals or to overseas bases. The distribution of petroleum from many sources to many users is an art in itself, directed by the Army-Navy Petroleum Board in Washington coordinating Navy and Navy-chartered tanker movements to get the oil where it is needed.

• Fleet issue is a third category under supply service. Supplies are transferred direct to combatant ships and other ships, in ports where shoreside facilities are available, or in the open sea. Transfer at sea amounted to a "secret weapon" during World War II. Because of it, task forces could remain at sea for long periods, which in effect at least doubled the size of our forces in the operating areas at all times.

Service squadrons operate as "support forces," with their own screens and air covers," The service fleet trails along after the task forces wherever they go. The emphasis is on speed and precision, and training in this art still goes on.

Today, more than ever, the keynote is speed in replenishment at sea. No longer is it desirable to have large numbers of ships in one group, nor is it desirable for even small-sized groups to sit around very long in one place. The accent is on speed—speed while alongside for greater maneuverability, speed in the transfer of fuel supplies and ammunition; precision at the helm, the winches, the pumps and expert seamanship from skipper to the newest recruit on the transfer lines.

So vast is this operation that ComServPac states, without fear of contradiction, that he runs the biggest gas station in the world, and one of the few that follows the customer wherever he goes.

The task is never-ending. The short season in Arctic waters means ra supply before the winter shuts in. Except for icebreakers, the service force ships are the first tc arrive in the spring and the last to leave in the fall. At the other extreme, severe heat and humidity in tropic waters put a

FLEET

SMARTEST KIND of seamanship is required in fueling at sea. A service force tanker replenishes a carrier (above). Bosn heaves a line to a cruiser (below, left) while another warship (below, right) is prepared for a transfusion.







MOBILE boat pools, operated and maintained by the service forces, help sailors get their liberty. This is the top deck of an LSD with its small craft.



TANKERS even up loads (above) as a stores ship fuels. Service force vessels are equipped for making all repairs (below) not requiring shipyard work.



strain on the service forces to keep food and stores in usable condition during delivery.

But the service forces don't think only in terms of beer, bulldozers, bananas and bombs. Supply isn't everything. It isn't even half the story.

The man coming off a transport with seabag on his shoulder is an item in logistic support of the fleets. Some say he's the most essential item, and he probably is. The service force is next to BuPers in personnel matters. Distribution of personnel to the operating forces is vested in the service forces, and they use all the techniques, machines and skills used by industry for classification, screening and accounting of personnel. They assign men to jobs, they send them to schools, they carry them home on leave and they administer to their ills. And everythings that happens to any man is faithfully recorded by service force administrators. It's all part of service-to-the-fleet.

During Operations CROSSROADS a highly skilled electrician's mate was needed on board one of the repair ships. Cards sorted by machines turned up the man's name; other cards as quickly sorted turned up his duty station. He was on the West Coast. The service force put him on a plane and he was flown to Pearl. A special car rushed him to the dock. A special boat speeded him into the harbor and to his ship just as the anchor was coming up. The man dashed up the gangway and—here the fates took over from ComServPac. The man tripped, fell, broke his leg and wound up in a hospital—a service force hospital, that is.

Other service force activities are legion.

The service forces distribute movies to ships and bases. guaranteeing their delivery but not their quality. That's one of the few jobs the service forces have left to someone else, and in this case, if you want Westerns and don't like musicals, or want musicals and don't like Westerns, address your complaints to Hollywood. But the service force delivers 'em, and has done so by plane, jeep, boat and dog sled.

Repairs afloat is another service force job. Fleet maintenance officers advise fleet commanders on all matters affecting upkeep of their combat ships, and incidentally keep up the service force ships too. They prepare regular overhaul schedules for the fleets, coordinate repair facilities afloat and ashore, and control expenditure of BuShips maintenance funds in the forward areas.

Service force ships are responsible for all repairs not requiring naval

shipyard work. Wherever there's a group of ships, there will be a tender, usually with five or six vessels alongside and small boats rushing back and forth like ants, seeking services and advice. AR and ARG types are floating workshops, like the tenders, and their personnel include nearly every mechanical and electrical specialty known: engine and hull repair, machine work, electrical repair, radio, radar and electronics, underwater work.

The shops include foundries for castings, drills and presses, lathes, carpentry shops, boat shops, boat engine shops, canvas shops, optical repair and even a dental clinic to make you a set of false teeth while you wait for a motor to be rewound.

Towing and salvage? That's up to the service forces, too. The salvage fleet includes ATF, ARS and ARS (D) types, and they can tow a cruiser or raise a hull off the bottom. The service force, too, will help you hold a gunnery drill. They bring the target, tow it across your gun muzzles and, just to settle arguments, follow it with a fleet camera party to record your hits and misses.

During the stormy seasons, service force tugs cooperate with the Coast Guard to lend assistance to ships in distress. ServLant sent an ATF to aid a foreign merchant man during an Atlantic storm. Soon the staff operations officer received this message from the tug:

THESE PEOPLE UNDERSTAND NEITHER ENGLISH NOR SEAMANSHIP X HAVE PUT CREW ABOARD TO HANDLE TOWLINE X ALL SECURE

All secure, indeed, and in a full gale with seas higher than the tug's masthead; the merchantman dead in the water and rolling in the trough when the tug came on the scene.

The service forces make charts, too. Less than 20 per cent of the world's ocean area has been adequately surveyed, and there are even gaps in the charts of U. S. waters. Survey units composed of large and small ships (AGS and AGSC types) are plugging the gaps. Their work is under direction of the Hydrographic Office. It will take them to many countries, north and south, and will continue for years.

The largest RFD route in the world with the greatest distance between stops and the hardest boxholders to please is the mail run outside the continental U. S. The service forces are the mailmen on this route and, because they like to get mail too, they know what it means to the Fleet. Whatever you may think of it (and you might do better to blame your correspondents than to blame the service forces) you mail does get to you in a whale of a hurry. It frequently reaches your next port before you do, and if you turn around in the middle of the ocean and go somewhere else the service force will gather up the mail sacks as fast as it can and tag along after you again like a Pinkerton detective.



HOSPITAL ships, such as this one at Shanghai, are operated by the service forces, which also handle salvage, towing and all kinds of other fleet activities.

A huge task was faced by ServPac after the war: that of disposing of millions of dollars worth of materials and equipment scattered over a multitude of islands. ComServPac's roll-up planning section determined the amount of material in tons and dollars at each base. All that was not required by the Navy, Marine Corps or Army was declared surplus. All that was not required at a particular base but needed at another base was declared excess and transhipped to the location where it was needed. About one and a-half million tons were declared surplus and half-a-million tons excess. Redistribution of excess meant a direct saving to the Navy, because the material would otherwise have been purchased. The efficient roll-up operation made just that much earlier the removal of personnel, and their return to the Fleet or to their homes, from such bases as Guadalcanal, the Russell Islands, Tulagi, Espiritu, Santos, Efate, Noumea, Engebi, Parry Eniwetok, Roi Namur, Ebeye, Manus, Leyte-Samar and Okinawa—and who wouldn't be grateful for that!

ComServPac devised efficient clean-up crews to roll up bases. They made final inventory, packed and shipped stocks, stevedored, and maintained roads, power and water facilities at bases to be disestablished. Each material salvage unit consisted of 10 officers, 300 men, two LSTs and rolling stock and equipment. They worked at Sasebo, Noumea, Subic, Eniwetok, Marshall Islands and other way stations on the Navy's wartime Pacific tour.

And while they are carrying out these tasks, service force ships cannot forget they're part of the Navy. Most of them carry guns and other weapons. They are expected to maintain gunnery standards comparable to the rest of the Fleet, within the limits imposed by their major mission of supply. Many service force ships won impressive wartime records for invasion participation and numbers of planes shot down.

Personnel cuts have hampered the service force, as they have made the work of other Navy units difficult. But the task goes on. The service force thinks of itself as the "working Navy" In peace and war its dungaree-clad men and busy ships are continuously on the go. Service force vessels are seldom met by ambassadors and brass bands, but they see a lot of the world the ambassadors never heard of and where brass bands do not venture.

The service forces work hard. Maybe that's why the grimy, sweaty hand aboard an AO looked up from his labors one afternoon, saw a cruising watch loafing around the 20s on a battlewagon fueling under way alongside. and hollered: "Hey, you guys, how's the liberty over there?"

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• NAVY MEN who have hopes of representing the Stars and Stripes at the Olympic Games in London next year should go into strict training immediately. Tough competition will be met at the Olympic tryouts where top U. S. stars will compete.

Plans for Navy men's participation in the Olympic tryouts are now being formulated by the Navy's Olympic Committee. Some of these plans have already been worked out, others will be announced later.

A checkup on the 11 sports in which Navy men will be eligible to compete produces the following dope:

• *Basketball:* An all-star Navy team composed of officers and enlisted men will be assembled on or about 1 December at the Naval Academy, Annapolis, Md., where they will live and train for their forthcoming schedule. Finals for the Olympic basketball tryouts will be held 27-29-31 Mar 1948 at Madison Square Garden, New York.

• *Boxing:* Four men in each of the eight weight divisions will represent the Navy in the finals, which will take place approximately 10 days before the U. S. Olympic team sails for London around 1 Aug 1948. Navy fighters may get a break here. Winners of the All-Navy boxing finals may go right to the final Olympic tryouts without battling their way through regional tourneys.

• *Wrestling:* The Navy will also here have four grunt-and-groan boys in each weight class, omitting regional elimination meets. All-Navy mat tourney is scheduled for next spring.

• *Rowing:* The top-notch Naval Academy crew, which defeated the nation's best collegiate crews last season are favorites to win the Olympic tryouts. Unlike many other college crews, the Academy team remains intact without the loss of any of its members. None of the Middies is scheduled to be graduated during the Olympic year.

• *Swimming:* No complete swimming plans have been made as yet. However, All-Navy winners with favorable results will be assembled at the Academy to undergo training and coaching prior to the final tryouts.

• *Track and Field:* Present track and field stars now in the Navy will provide nucleus for Navy competition in these events. Others whose training marks warrants consideration will be invited to compete in Navy tryouts.

• *Weight-lifting:* Fantail weight-lifting champs eyeing Olympic laurels, may qualify through local weight-lifting tourneys to be held prior to the All-Navy championships scheduled for Philadelphia next June.

• *Pentathlon:* Versatile Navy athletes who want to enter this event will have to go to Fort Myer, Kan., where Army-Navy tryouts will be held next summer. The modern pentathlon consists of five events; riding, fencing, shooting (pistol or revolver), swimming and a 4,000-meter cross-country run.

• *Fencing, gymnastics, pistol and rifle shooting:* No plans completed as yet.

Navy athletes who would like to participate in Olympic tryouts in fencing, gymnastics, modern pentathlon, pistol and rifle shooting or the track and field events should see their athletic officer, giving the records of their past and present performances.

The Navy Olympics Committee from time to time will announce more information and policies.

• TEXAS veterans interested in the plan which would assist them in owning farm and ranch homes will have to wait awhile The measure failed to receive final consideration in the Texas Senate before that body adjourned.

The bill would have permitted Texas vets to select their own farm and ranch homes, and the Veterans' Land Board would have financed them up to $7,500, permitting the purchaser to pay as little as 10 per cent down with 40 years to pay the balance at 4 per cent interest. The bill passed the Texas House.

The General Land Office, Austin, Tex., will continue to file the names of Texas veterans interested so that when final action has been taken by the legislature they may receive all necessary information.

• TROPHIES awarded for prewar athletic contests are objects of a Navy-wide inventory requested by BuPers.

District commandants have been asked to list all Fleet athletic trophies, type trophies, and those established by civic organizations for competition among units afloat, and to report the complete inventory to BuPers. Also requested was information engraved on the trophies, to describe them more fully.

Among trophies of prewar fame is the Battenberg Cup, one of the most prized of Navy possessions. Originally British, the cup was presented to the U. S. Navy in 1906 with the provision that crews of British whaleboats could race crews of American whaleboats for the trophy. It was won back by the British once, but retrieved by the U. S., which has held it since.

Trophies of purely local interest will not be included in the inventory.

• NAVY DAY, 1947, will be observed on Monday, 27 October, throughout the country with fanfare and appropriate celebrations, including luncheons, dinners and open houses at naval shore establishments and ships in port.

As in previous years, SecNav has designated the Navy League of the United States as official sponsor of Navy Day. In conjunction with a Navy Department Navy Day committee, the Navy League is now formulating plans for an official program.

With the official slogan, "Your Navy—Victor in War—Guardian in Peace," the theme of this year's observance will emphasize recruiting. Ranking Navy officials, prominent flag officers and local Navy veterans will be called upon to make appropriate speeches.

Plans have also been made for high school participation, Naval Reserve balls, reunions of Navy veterans, special motion picture exhibits, honorary "Junior Navy Day" billets. various exhibits at naval establishments and ships. Various detachments of the Fleet will be dispatched to participate in the celebrations. Battleships and cruisers will visit ports in the geographical areas for which they have been named as far as practicable.

On Sunday, 26 October, special religious ceremonies will be held throughout the country, featuring a memorial flower ceremony held at designated ports in honor of those who died in the defense of their country and who found graves in the waters of the world.



MAKING with the old heave-ho in tug-of-war during the track meet held on *Philippine Sea's* flight deck while at sea.

Track Meet on CV 47

A track meet on the flight deck was included in the Plan of the Day of USS *Philippine Sea* (CV 47) during maneuvers off Cuba.

Events for the afternoon got underway with the departments of the ship forming six teams. After several tugs-of-war, racing events were held, including a 25 and 50-yard dash, 800-yard relay, a bag race and a three-legged race. A "Phil Sea" derby was held, in which one man carried another on his back in the race.

Swabs were used for the javelin throwing contest and a medicine ball for the shot-put event. The afternoon's program was completed with a pie-eating contest. Individual prizes for the contests were ship's service tickets and winning team members were treated to all the ice cream they could eat.

Tennis Tourney Winners

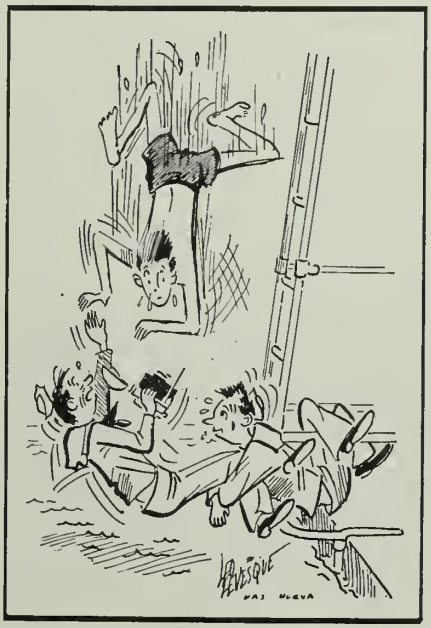
Results of the All-Navy Tennis Tournament at Annapolis were as follows:

Singles title went to Lieutenant Commander J. R. Behr of NAS, Kwajalein, who won a 6-4, 6-3 victory over Lieutenant Elston Wyatt of Com. 5. Captain J. M. Farrin, of BuShips, Washington, D. C., and Lieutenant K. K. Jones, NAS, Anacostia, D. C., won the doubles crown.

Fighting a rough battle, Lieutenant Commander Behr started competition by beating Lieutenant C. H. Freer of ComServLant, 6-1, 6-2. After dropping one set to Lieutenant (junior grade) S. Gorens of Com. 9, he won the semi-finals 6-3, 3-6, 6-0.

Lieutenant Elston Wyatt, runner-up in the singles, edged E. J. Serues, CY, of Com 1, 6-3, 7-9, 6-3, and then won from Lieutenant Commander W. A. Angstadt of Com 9, 5-7, 8-6, 6-1. Lieutenant Wyatt earned the right to enter he finals with a 6-3, 6-4 victory over Lieuenant Commander C. W. Minnear of Com 14 in the semi-finals.

The doubles title, won by the Captain Farrin-Lieutenant Jones duo, was taken in straight sets. Starting by beating Lieutenant Commander R. I. Gerber and E. J. Serues, CY of Com 1, 6-1, 7-5, they then coasted by Ensign R. A. Davis and Commander T. S. King, Jr., of ComServLant, 6-2, 6-1. They ended the tournament by whipping Lieutenant R. William and Lieutenant (junior grade) Gorens of Com 9, 6-4, 9-7.



Dope Sheet, NAS Norfolk, Va.
"Hold it!"

Net Loss by Navy

Army net men sank the Navy's tennis team 7 to 0 in a one-sided revival of Leech Trophy play. The Army's tennis stars downed the Navy in four singles and three double matches with the loss of only one set.

The newly crowned Navy singles champion, Lieutenant Commander J. R. Behr, USN, NAS, Kawjalein, lost to the No. 1 Army star, Lt. Dave Freeman. Freeman won 6-2, 7-5.

Army's Capt. Charles Hippenstiel downed E. J. Serues, CY, USN, Coml, 7-5, 6-2. T/Sergt. Tom Molloy breezed through Lieutenant Elston Wyatt, USN, DesRon 6, LantFlt, with a 6-1, 6-2 victory.

Pfc. Hugh Stewart clinched Army's victory when he defeated Captain Jim Farrin, USN, Washington, D. C. 6-4, 6-3.

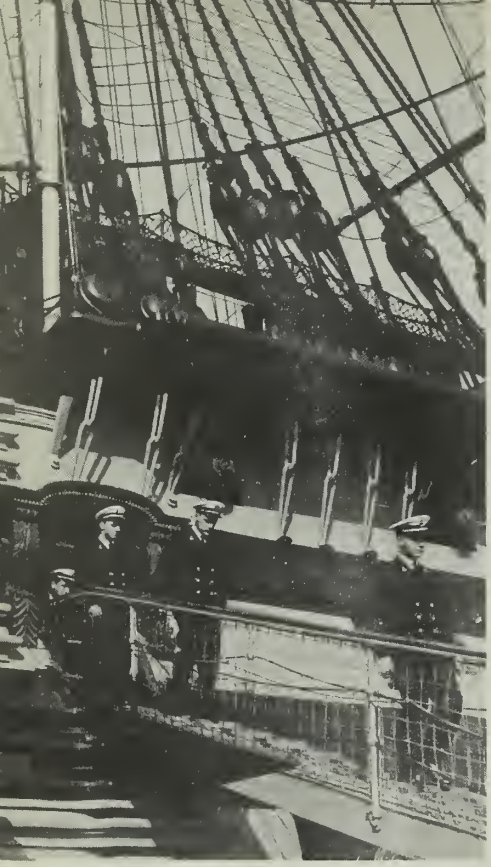
The Navy fared no better in the doubles. Pfc. Stewart and his partner, T/Sergt. Molloy routed Captain Farrin and Captain W. E. Howard, USN, US Naval Shipyard, Norfolk, Va., 6-1, 6-3.

The Army continued its triumph by knocking out the opposition offered by Chief Yeoman Serues and Lieutenant Wyatt, 6-1, 6-4. Army's No. 1 and No. 2 men, Lt. Freeman and Capt. Hippenstiel accomplished this feat.

In the last doubles match, Lieutenant Commander Behr and Lieutenant Commander Y. E. Holbrook, USN, NAS, Saipan, finally managed to snag a set from the Army men. However, their opponents, Maj. Tom Bonner and Lt. Bob Boyer, came back to make it a clean Army sweep by winning the match 5-7, 6-4, 6-3.

This was the 13th match of a series inaugurated in 1924. The war broke off the annual tournament.

GOODWILL CRUISE



FAMOUS flagship of Lord Nelson, HMS *Victory*, and new F8Fs on USS *Kearsarge* (below) get checking over.



HITTING two birds with one stone is considered pretty good, but Task Force 81 bettered that by polishing off three or four major objectives in addition to the primary mission of training future naval officers during the Midshipman Summer Practice Cruise.

On the first midshipman cruise to Northern Europe waters in nine years, the task force made goodwill calls at ports of the British Isles and Scandinavia, provided training for some 560 Naval Reserve officers and enlisted men, and performed tactical operations that are part of the constant program for keeping the postwar Fleet in trim.

The task force—largest ever assembled for the training of midshipmen—consisted of two battlewagons, the *Wisconsin* and *New Jersey;* two aircraft carriers, the *Randolph* and *Kearsarge;* four destroyers, the *Cone, O'Hare, Meredith* and *Stribling;* and the landing ship dock, *Fort Mandan.* For the concluding phases of the summer training, 10 submarines and various types of landing craft were added.

Enroute to and from Europe the task force was put through its paces by Rear Admiral John Perry, USN, flying his flag in the *Randolph.* Admiral Richard Conolly, USN, ComNavEastLant, flying his flag in the *New Jersey,* was in command while the practice squadron was in Northern European waters.

Participating in the cruise for purpose of familiarization with the Navy were 10 Army second lieutenants commissioned this summer at West Point. Six of the junior Army officers served on the *Kearsarge* and four on the *Wisconsin.* This was the first time in Navy history that newly graduated West Pointers took part in a midshipmen practice cruise.

The squadron exercised at tactical maneuvers during the 16 days of the Atlantic crossing. The 1,993 midshipmen from the Naval Academy and the 101 midshipmen from Naval Reserve Officer Training Corps units of various universities throughout the country were distributed among the various ships in the task force. First and third class midshipmen received their training on the battlewagons and tin cans while the second class midshipmen were assigned to the carriers.

This was the first time that NROTC midshipmen had been included on a summer practice cruise along with Naval Academy midshipmen. The occasion was an example of the Navy's policy of integrating Naval Academy and NROTC training. All NROTC midshipmen making the cruise are attending colleges under the Holloway plan and will receive regular Navy commissions and go on active duty upon successful completion of their courses of study.

Seamanship, navigation, engineering and gunnery were the main phases of naval science studied by first and third class midshipmen. Aboard the battleships and destroyers, they saw the latest naval equipment in operation, and the theories they had learned in books and on blackboards were put into practice. They were more than observers on the cruise. They had general quarters stations and lent a hand in firing all the batteries, from the 16-inch guns down to the 20 mms. Along with regular ships' companies, the midshipmen stood watches in gunnery, CIC, on the bridge and in the engineerooms. On the business ends of holystones and swabs, they learned the fundamentals of keeping a vessel shipshape and clean.

Instruction classes were held on all ships to supplement the practical training midshipmen receive in the various departments of the ships. At the conclusion of lectures and exercises, they had the opportunity of seeing in action the things they had learned.

Midshipmen assigned to the aircraft carriers were given a minimum of three familiarization flights. The purpose of the flights was not to make pilots of the midshipmen, but to give them an understanding of the role of aircraft in modern naval tactics. Riding in the turret or tunnel gunner's station of a TBM or in the rear cockpit of an SB2C, they were in constant communication with the plane's pilot and received a play-by-play description of what was going on during aerial maneuvers. On the familiarization flights, they gained an appreciation of the pilot's problems.

Before each flight, midshipmen were briefed in ready rooms along with the pilots, and on landing they returned to the ready rooms for discussion. In these question and answer periods, they had an opportunity to get full explanations of the opera-

TO EUROPE

tions. Midshipmen were divided into six wings, three of which flew while the other three studied gunnery, engineering and seamanship. When the first three wings had their flying time in, they were given instruction in the various subjects of naval science while the other three wings went on familiarization flights.

Although flight training started in 1925 when half of the first class remained at the Academy during the summer while the other half went to sea for training, last year's cruise marked the first in which midshipmen participated in hops from the decks of carriers. This year, in addition to learning how naval air power is combined with naval sea power in a task force, the midshipmen witnessed a new experiment with the helicopter.

It has been customary to deliver guard mail between ships of a force afloat via destroyer. The process required several hours depending on the condition of the seas and distances between ships. It was found that a helicopter could make the complete guard mail rounds among the eight ships of the Midshipmen Practice Squadron in less than a half-hour regardless of sea condition. A new use for the "dragonfly" was born.

The helicopter was also pressed into service for personnel transfers among the various ships. Each morning the helicopter delivered to the ships copies of the *Cruise News*, a newspaper published daily on the *Wisconsin*.



NO SKIRT, but traditional Scotch kilts are fitted on one of the Naval Academy middies during his visit ashore at Edinburgh while on the summer cruise.

The *Cruise News* did much to prepare the 6,000 or so officers and enlisted men of the squadron for what they would see in the ports of call. The newspaper ran articles describing economic conditions in Scotland and England. When personnel went ashore they were not surprised at shortages of food. Midshipmen and enlisted men took box lunches on liberty in Edinburgh, the first port of call, to avoid straining local supplies.

While the squadron was anchored in the Firth of Forth, personnel visited various places such as The Castle, John Knox's house and Holyrood Palace in historic Edinburgh. Many took tours through the Scottish lake country, including Linlithgow, Loch Lomond and Glenogle, and some crossed Scotland to visit Glasgow.

All were impressed with the warm, sincere hospitality of the Scots. Royal Navy, Royal Air Force and civic organizations entertained officers, midshipmen and enlisted men at parties and dances.

Before arriving in Scandinavia, all





ATTRACTIVE Swedish girls attend USS *Randolph* reception and dance. Sailors take over double decker in Edinburgh.





CATAPULT mechanism is explained to midshipman by member of carrier's crew. Ashore, bluejackets take in the sights.

hands had obtained a good idea of what Sweden, Norway and Denmark would be like from a series of short talks on the countries illustrated by photographic slides (see p. 45).

From the talks, personnel on the *Randolph* picked up a valuable, if small, vocabulary for use in Sweden. Although the adeptness at learning a new language varied from man to man, everyone could say "skal" before the first liberty party went over in Goteborg.

The *Kearsarge*, also scheduled to visit Sweden, borrowed the outlines of the talks and the illustrating slides and conducted a series similar to that of the *Randolph* with a Swedish-speaking midshipman as instructor. The battleships *Wisconsin* and *New Jersey*, slated to visit Norway, duplicated the series of talks in Norwegian. Lacking facilities to show the slides, the destroyers formed small study groups to learn what they could of Danish before tieing up in Copenhagen.

During the five day stay in the Scandinavian countries, officers, midshipmen and enlisted men were feted at parties and dances. In return, the aircraft carriers in Goteborg, Sweden; the battleships in Oslo, Norway; and the destroyers in Copenhagen, Denmark, were hosts at receptions aboard the ships on the Fourth of July.



BLONDE and beautiful Annalisa Ericson, movie star, autographs menus for middies in restaurant outside Stockholm during the summer cruise to Europe.

Units of the squadron reformed to sail to England. The route was via the Pentland Firth, the Irish Sea and along the southeastern coast of England. The *Randolph, New Jersey,* and *Wisconsin* moored at the Royal Navy Base, Portsmouth, within view of HMS *Victory,* famous flagship of the Royal Navy's Lord Nelson. The *Kearsarge* visited Portland-Weymouth and the destroyers moored at Woolwich and Greenwich near London.

Most popular liberty attraction during the nine-day stay in England was London where beach-goers visited such historic sights as the Parliament buildings and Westminster Abbey. Those who had had duty in England during the war were impressed with the progress that has been made in clearing up the rubble to which the Battle of Britain reduced much of the capital.

On 19 July, the practice squadron headed for Guantanamo Bay, Cuba, where firing exercises were held.

On their return to Norfolk, Reservists were disembarked. In the last phase of the summer training, midshipmen of the first class boarded destroyers and submarines to observe antisubmarine operations and underwater evasive tactics. Other midshipmen participated in amphibious operations at Little Creek, Va., with cadets from the Military Academy.

COLLEGE PROGRAM

SELECTION of civilian candidates chosen for college training was announced by the Navy.

Civilian candidates were selected as principals or alternates by state selection committees for entry into the Naval Reserve Training Corps and the Naval Aviation College Program. State and territorial selection committees, each comprising two civilians and one naval officer, chose the authorized number of approximately 2,700 civilian candidates and approximately 240 alternates.

The nation-wide competitive program began last fall, and drew over 50,000 applicants. Competitive aptitude tests and physical examinations reduced the figure to 6,000.

It is expected that 3,000 candidates, including service personnel, will enroll in the two programs beginning college in the fall term this year.

About 15 per cent of the vacancies will be filled by enlisted men from the Navy and Marine Corps who are now taking academic refresher courses at the Naval Training Center, Great Lakes, Ill.

The selected NROTC candidates will enter 52 colleges where units of this corps are established, while the NACP candidates may enter any accredited college of their choice in which they may be accepted.



THEY STUDY refresher courses at the NROTC-NACP prep school, which helps ambitious enlisted men get a free college education plus commission in Reserves.

The NROTC program gives candidates four years of subsidized college education and three two-month summer cruises. Upon graduation they will be commissioned as ensigns in the regular Navy and will be required to serve two years on active duty. The NACP program provides four years of subsidized college interrupted at the end of two years by three years of flight training and flight duty in the Navy. These programs (the Holloway Plan) are designated to supplement the output of the Naval Academy in providing officers to man the postwar Navy.

Enlisted Navy and Marine personnel are prepared for officer candidate training—at the NROTC-NACP Preparatory School at Great Lakes. To be accepted for this training service applicants must pass a college board entrance examination devised by a committee of representatives of the Navy and officials of the college entrance examination board. The men must further be recommended by their commanding officers as possessing the necessary officer-like qualities.

The NROTC-NACP is made up of two types of students. They are: (a) Candidates for commissions in the regular Navy and Marine Corps who are obligated to make all summer cruises and to serve two years on active duty after commissioning, and who will receive the compensation and benefits provided for by Public Law 729 (the Holloway Plan); (b) candidates for commissions in the Navy or Naval Reserve, or in the Marine Corps or Marine Corps Reserve, who are not obligated to serve on active duty and who will receive only the compensation provided by previously existing legislation.

Graduates of the 52 college and university NROTC units will be of a caliber comparable to graduates of the Naval Academy, and will be given equal rank, equal treatment and equal opportunity with the Academy graduates.



THEY MARCH to chow at the Great Lakes NTC where both Bluejackets and Marines can qualify for college and officer candidate training under new program.

ROUNDUP OF LEGISLATION AFFECTING NAVAL PERSONNEL

The following public laws, of interest to naval personnel, were enacted during the first session of the 80th Congress:

Life Insurance—Public Law 5 (H.R. 1353): Adds new and liberalized provisions to National Service Life Insurance Act (see ALL HANDS, April 1947, p. 61).

Nurse Corps—Public Law 36 (H.R. 1943): Establishes a permanent Nurse Corps of the Navy (see ALL HANDS, June 1947, p. 59).

Filipinos—Public Law 50 (H.J. Res. 90): Permits transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and reenlisted subsequent to 4 July 1946, but before the expiration of three months following discharge.

Marriage Payments — Public Law 55 (H.R. 1363): Amends Pay Readjustment Act so as to validate payments of allowances based on purported marriages which were made in good faith and later declared invalid.

Chief of Chaplains—Public Law 56 (H.R. 1365): Establishes a Chief of Chaplains with rank of rear admiral while so serving and with pay and allowances provided by law for a rear admiral of the upper half.

UnderSecNav—Public Law 57 (H.R. 1369): Makes permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Foreign Medals—Public Law 58 (H.R. 1381): Authorizes members of the armed forces to accept, until one year after the end of the war, decorations tendered them by governments of cobelligerent nations, neutral nations or the other American republics. It also authorizes personnel heretofore or pursuant to the act, receiving such decorations, to wear them.

Civil Engineers—Public Law 62 (H.R. 1359). Increases authorized number of CEC officers from 2 to 3 per cent of the total number of line officers of the Navy.

Submarines—Public Law 63 (H. R. 1367): Authorizes the construction of experimental submarines, and for other purposes.

Naval Academy—Public Law 71 (H.J. Res. 116): Corrects errors in public Law 729 (79th Congress) and restores authority to appoint members of the Naval Reserve to the Naval Academy; increases the number of such appointments, together with the number from the regular Navy, from 100 to 160 each, annually.

Pay at Academies—Public Law 96 (S. 321): Increases, and otherwise revises, pay of midshipmen and cadets at service academies (see ALL HANDS, August 1947, p. 11).

Admission of Fiancees—Public Law 126 (H.R. 3398): Extends the period for admission of alien fiancees of members of the armed forces (see ALL HANDS, August 1947, p. 10).

Mustering Out Pay—Public Law 128 (S. 1218): This act, the Army Enlistment Bill, contains a provision which terminates Army and Navy mustering out pay for persons who enlist on or after the first of the month following enactment.

Warrant Promotion — Public Law 134 (H.R. 1326): Permits counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service requirement for promotion to CWO.

Naval Plantations—Public Law 149 (H.R. 1358): Amends the act governing the operation of naval plantations.

Supply Duty—Public Law 150 (H.R. 1371): Authorizes SecNav to appoint, for supply duty only, officers of the line of the MarCorps.

Dependents' Transportation—Public Law 151 (H.R. 1376): Permits transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

MarCorps Memorial — Public Law 157 (S.J. Res. 113): Authorizes a memorial in Washington, D. C., to MarCorps dead.

Clothing Allowance—Public Law 158 (H.R. 1357): Further amends Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance for enlisted men of the MarCorps and MarCorps Reserve.

Olympic Games—Public Law 159 (H.R. 2276): Authorizes certain expenses for Army and Navy participation in the Olympic Games (see ALL HANDS, August 1947, p. 50).

Disability Retirement — Public Law 178 (H.R. 3251): Amends Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

War Powers—Public Law 239 (S. J. Res 123): Terminates various war control legislation (see ALL HANDS, August 1947, p. 13).

National Defense—Public Law 253 (S. 758): Promotes national security by providing for a National Military Establishment, under a Secretary of Defense, and with departments of the Army, Navy and Air R. 4017): Amends Armed Forces Force (see p. 50).

Cash Bonds—Public Law 254 (H.R. 4017): Amends Armed Forces Leave Act of 1946 to provide that bonds issued under the act shall be redeemable at any time after 1 Sept. 1947 and extends for one year the time during which application may be made for settlement and compensation for terminal leave (see ALL HANDS, August 1947, p. 12).

P. G. School—Public Law 302 (H.R. 1341): Permits construction of a postgraduate school at Monterey, Calif.

P. G. Line School—Public Law 303 (H.R. 1379): Permits establishment of the U. S. Naval Postgraduate school.

Conversion of Vessels—Public Law 319 (S. 1215): Authorizes conversion of certain naval vessels (see ALL HANDS, August 1947, p. 10).

Medical Services Corps—Public Law 337 (H.R. 3215): Establishes a Medical Services Corps in both the Army and Navy.

Terminal Leave—Public Law 350 (H.R. 3501): Amends the Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave.

Physicians, Surgeons — Public Law 365 (S. 1661): Provides additional inducement to physicians, surgeons and dentists for careers in the military services.

Promotion—Public Law 381 (H. R. 3830): Revises laws relating to promotion, involuntary retirement and distribution of rank of all officers of the regular Army, Navy and MarCorps (see p. 44).

Income Tax—Public Law 384 (H.R. 4069, which was substituted for H.R. 4013): Amends the Internal Revenue Code so as to terminate income tax exemptions for pay of service personnel, both officers and enlisted, as of 1 Jan 1949, and to require application of withholding tax to pay of service personnel.

DFC Award—Private Law 35 (H. J. Res. 92): Awards the Distinguished Flying Cross to Rear Admiral Charles E. Rosendahl, USN (Ret).

Posthumous Promotion — Private Law 36 (H. Res. 96): Author-

izes the President to issue posthumously to the late Lt. Gen. Roy Stanley Geiger, USMC, a commission as general, USMC.

The following bills were not passed during the first session of the 80th Congress, and may be acted upon during the second session (status of these bills at the time of Congress' adjournment is indicated):

Terminal Leave — H.R. 3910: House ASC; to amend the Armed Forces Leave Act of 1946 to extend the benefits thereof to certain officers released prior to its enactment.

Permanent Waves—S. 1641, H. R. 4038: Passed Senate; to authorize the enlistment and appointment of women in the regular Navy and MarCorps and in the Naval and MarCorps Reserve.

Navy Public Works—S. 1213, H.R. 3314: Senate ASC, House Calendar; to authorize SecNav to proceed with the construction of certain public works, and for other purposes (see ALL HANDS, August 1947, p. 10).

Academy Aviation—S. 230, H.R. 1364: Included in Navy Public Works Bill (above); to provide for constructing aviation facilities at the Naval Academy.

Reserve Retirement—H.R. 2744 (joint bill agreed upon by Army and Navy): House Calendar; to provide a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces. Also would authorize retirement of regular Army officers in highest temporary wartime rank.

Death Gratuity—S. 319, H. R. 1380: Senate and House ASC; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Veterans' Subsistence—S. 914, H.R. 3888: Senate Labor and Public Welfare Committee, House Calendar; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944.

Reserve Training Pay—H.R. 3227: House Calendar; to provide for inactive duty training pay for the Organized Reserve, to provide uniform standards for inactive duty training pay for all Reserve components, and for other purposes.

Veterans' Review — H.R. 4019: House Veterans Affairs Committee; to amend the Servicemen's Readjustment Act of 1944 to create a civilian board to review discharges and dismissals from service in the armed forces.

SecNav Powers—S. 1524, H.R. 4032: Senate and House ASC; to amend certain provisions of law relating to the naval service so as to authorize the delegation to SecNav of certain discretionary powers vested in the President.

Use of Gifts—S. 1528, H.R. 4034: Senate and House ASC; to authorize SecNav to accept and use gifts, devices and bequests for schools, hospitals, libraries, museums, cemeteries and other institutions under the jurisdiction of the Navy Department.

Navy Research — H.R. 4035: House ASC; to facilitate the performance of research and development by, and on behalf of the Navy Department.

Sale of Stores—S. 1522, H.R. 4037: Senate and House ASC; to authorize the sale of naval stores at naval establishments to members of the Navy, MarCorps, and Coast Guard, and other specified or authorized persons.

Officers Benefits — H.R. 3939: House ASC; to provide for granting to certain officers of the Navy, MarCorps and Coast Guard the benefits of promotion for which they were selected during the war and prevented from receiving because of absence in a status of missing, missing in action, interned in a neutral country, captured by the enemy, beleaguered, or besieged.

Special Pensions — H.R. 3992: House Veterans Affairs Committee; to provide special pensions for certain persons awarded medals for extraordinary heroism in combat.

POW Promotions—H.R. 3582: House ASC; to provide that persons separated from the armed forces before receiving promotions to which they were entitled upon return from POW or similar status shall be held and considered to have been granted such promotions and the pay and allowances connected therewith.

Captives' Pensions—H.R. 3932: House Veterans Affairs Committee; to authorize retroactive payment of compensation or pension barred becuse of capture, interment or isolation by the enemy during World War II.

Captives' Subsistence — H.R. 3809: House ASC; to provide for payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Nurses Retirement—S. 1570, H. R. 4090: Senate and House ASC; to equalize retirement benefits among the nurse corps of the Army and Navy.

Navy Department — S. 1252: House ASC; to make certain changes in the organization of the Navy Department, and for other purposes.

Aviation duty—H.R. 3312: House ASC; to repeal that part of Act of 24 June 1926 (44 Stat. 767) relating to percentage in time of peace of enlisted personnel employed in aviation tactical units of Navy and MarCorps.

Medical Claims — H.R. 3540: House ASC; to authorize payment of certain justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

Family Allowance—S. 333, H.R. 1604: Senate and House ASC; to extend dependency benefits to dependents of enlisted personnel to 1 July 1949.

Naval Justice—S. 1338, H.R. 3687: Senate and House ASC; to amend the Articles for the Government of the Navy to improve the administration of naval justice (see ALL HANDS, July 1947, p. 50).

Guam—H.R. 3563: House Public Lands Committee; to provide a government for Guam and to confer U. S. citizenship upon certain of the inhabitants.

American Samoa—H.R. 3564: House Public Lands Committee; to provide a government for American Samoa and to confer U. S. citizenship upon certain of the inhabitants.

Flight Pay—H.R. 3449: House ASC; to provide for equalization of flight pay for Navy and MarCorps officers and former officers who did not receive flight pay equal to that paid Army officers engaged in regular and frequent aerial flights.

Full-pay Retirement—H.R.3364: House ASC; to provide for retirement at full active-duty pay for any individual who has served in the Army or Navy on the active list for a period of 50 years or more.

Accrued Leave — S. 1199, H.R. 3253: Senate and House ASC; to extend accrued leave benefits not allowed by Armed Forces Leave Act to certain retired officers and certain officers who transferred to regular Navy.

Military Security—S. 1019, H.R. 2965: Senate and House Judiciary Committees; to insure further military security of the U. S. by preventing disclosure of information secured through official sources.

Cadet, Midshipman Service—S. 657: Senate ASC; to credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement.

Naval Appropriation Limits Personnel Strength; Expirations of Enlistments Will Take Up Slack

The naval appropriation for fiscal 1948 (see facing page) imposes limitations on the personnel strength of the Navy and Marine Corps.

The Navy during the fiscal year will be provided an average strength of 395,000 enlisted men and women and 42,000 officers. The MarCorps will be allowed an average enlisted strength of 80,000 (including about 150-200 enlisted women) and 7,019 officers.

The Navy on 30 June had on active duty about 424,732 enlisted persons and 47,639 officers (plus about 9,000 officers and enlisted personnel on terminal leave). By comparing these figures with those provided by the appropriation, it might be assumed that separation of a considerable number of naval personnel will be necessary. This is not the case.

A heavy concentration of Navy enlistments expirations during fiscal 1948 is expected to bring enlisted strength well below the average provided by the budget. An intensive recruiting program is under way to keep the ranks filled.

Steps have been taken to reduce slightly the Navy's officer strength, but normal attrition is expected to take up the rest of the slack. Alnav 163-47 (NDB, 31 July) announced an immediate reduction would be accomplished by:

- Separating approximately 500 Reserve line officers, including a small number of Wave officers, who had been retained tentatively on active duty.
- Terminating the commissioned service of approximately 300 temporary line officers, who in practically all cases will be members of the Fleet Reserve or those having more than 30 years' service.
- Reverting approximately 200 temporary line warrant officers.

The Alnav said that no officers with electronics experience would be reverted or separated at this time, due to an extreme shortage.

MarCorps enlisted strength at the beginning of fiscal 1948 was 85,365, including nearly 2,000 men on terminal leave. The corps estimates that its strength at the end of the fiscal year will be 75,000, giving an average enrollment through the year of about 80,000 as provided in the appropriation.

Like the Navy, the MarCorps faces a heavy concentration of expirations of enlistment during the fiscal year. It estimates that to finish the year with as many as 75,000 enlisted men on the rolls, it will need to recruit or re-enlist about 19,000 men. The Corps is revising enlistment and re-enlistment regulations somewhat to attract the needed men.

The MarCorps entered fiscal 1948 with 7,450 officers, and to meet the average over the year of 7,019, as provided by the appropriation, will cut down to about 6,975 officers by the end of fiscal 1948. Nearly all of the cut in officer strength will be accomplished by normal attrition, although a few temporary officer fliers and a few Reserve officers will be reverted or separated.

Directives affecting enlistment, reenlistment and extension of enlistment in the regular MarCorps, and recruiting for the MarCorps Reserve, were issued. Almar 68-47 of 21 July announced that men 18 years of age or over may be accepted for enlistment, re-enlistment or extension of enlistment without the consent of their parents or guardian.

The directive said also that men with dependents, who upon enlistment or re-enlistment are authorized appointment or reappointment to a rank in the first four pay grades, may be enlisted or reenlisted without reference to Headquarters. Men who held ranks in the second, third, fourth, fifth or sixth pay grades at the time of discharge, and who enlist or reenlist in the regular MarCorps within 90 days from the date of discharge, will be appointed to these same ranks with the same dates of rank held at time of discharge.

Almar 69-47 of 23 July pointed out that "it is essential that MarCorps Reserve, Air and Ground, Organized and Volunteer, be brought to authorized strength by 30 Jan 1948."

To accomplish this task, the directive said, all MarCorps activities and officers were asked to render all possible assistance to insure success of the nation-wide publicity campaign planned for November 1947—January 1948.

Economy Directed in Use Of Special Diesel Fuel

The Navy has been directed to exercise "utmost economy" in consuming special and diesel fuel, consistent with operational efficiency and training.

Navop 9 of 14 July 1947 stated that the move is necessary "because of unsatisfactory stock position and inability to obtain complete contract coverage for Navy special and diesel fuel for fiscal 1948."

Until further orders, the directive said, no new commitments will be made for attending conventions, special events and local occasions which would involve otherwise nonessential steaming by naval ships and craft.

U. S. NAVY SANK 78% OF ALL JAPANESE SHIPS LOST

Historical data released by the Joint Army-Navy Assessment Committee shows the vital role played by Navy air forces in the Pacific war.

Fast-flying carrier aircraft sank 40 per cent of the Japanese Imperial Navy's tonnage. In combination with surface forces they gave the deep six to 875,000 tons of the Jap Navy, or about 48 per cent of total Jap losses. Without assistance, carrier aircraft sent to a watery grave 62 Nip warships, including five battleships, 10 cruisers and 10 carriers.

When giving credit for sinking Japanese shipping the part played by submarines must not be overlooked. Over half of the Jap tankers and other merchant ships sunk were sent to the bottom by submarine torpedoes.

Thirty per cent of the Jap Navy was sunk by submarines. The sinking of more than five million tons of Japanese vessels is credited to our submarine fleet.

The Navy as a whole sank 78 per cent of all Japanese ship tonnage lost. Of all Japanese warship tonnage lost, the Navy is credited with 87 per cent. Eighty-seven per cent of all Japanese tanker tonnage sunk was due to the shooting accuracy of Navy gunners.

In a two-day assault on Truk carrier aircraft destroyed and sank 191,000 tons of enemy shipping. At Palau 100,000 tons were sent to the bottom.

Of commercial shipping, carrier aircraft polished off 76 tankers, amounting to 400,000 tons.

The defeat of the Japs was imminent after capture of the Philippines had turned the tide for U. S. Pacific forces. During the decisive period, September 1944 through January 1945, a total of 1,975,000 tons of Jap shipping had been sunk. All but 8 per cent of this tonnage was credited to the Navy.

The carrier forces received a major share of the credit.

HERE'S NAVY'S BUDGET FOR CURRENT YEAR

The Navy's bread and butter—Congress' yearly appropriation—has been approved for fiscal 1948.

Congress authorized a cash outlay of $3,268,766,100. In addition, SecNav was given authority to contract, prior to 1 July 1948, for $248,000,000 in aircraft new construction, procurement and equipment, including spare parts and accessories.

The fiscal 1948 appropriation provides for an average Navy strength of 395,000 enlisted men and 42,000 officers (for a discussion of personnel problems see facing page).

For purposes of comparsion, the net appropriations in fiscal 1947, regular, annual and supplemental, including recisions, was $4,332,781,951. In his budget estimate for 1948, President Truman recommended an outlay of $3,513,000,000 for the Navy.

ALL HANDS presents here an appraisal of the amount granted, upon which naval personnel will depend for their ships, planes, guns, fuel, clothing, pay and the thousands of other items which assure the Navy's existence.

The fiscal 1948 appropriation is broken down in the following table:

NAVAL ESTABLISHMENT

Office of the Secretary:	
Miscellaneous expenses	$14,500,000
Contingencies of the Navy	9,000,000
Research, Navy	34,000,000
Operation and Conservation of naval petroleum reserves	100,000
Ocean and lake surveys	140,000
Island governments	3,000,000
Total, Office of the Secretary	60,740,000
Bureau of Naval Personnel:	
Training, education and welfare, Navy:	
Naval War College	235,000
Naval training stations:	
San Diego	1,500,000
Newport	1,100,000
Great Lakes	2,400,000
Fleet training	65,000
Instruction	7,200,000
Libraries	350,000
Welfare and recreation	2,000,000
Officer candidate training	15,000,000
Total, training, education and welfare, Navy	29,850,000
Miscellaneous expenses	400,000
Naval Reserve	100,000,000
Naval Academy	4,500,000
Naval Home	325,000
Total, Bureau of Naval Personnel	135,075,000
Bureau of Ships: Maintenance	320,000,000
Bureau of Ordnance: Ordnance and Ordnance Stores	184,000,000
Bureau of Supplies and Accounts:	
Pay and subsistence	1,267,092,000
Transportation and recruiting	35,000,000
Maintenance	150,000,000
Transportation of things	50,000,000
Fuel, Navy	54,000,000
Total, Bureau of Supplies and Accounts	1,556,092,000
Bureau of Medicine and Surgery:	
Medical Department	37,500,000
Bureau of Yards and Docks: Maintenance	132,450,000
Bureau of Aeronautics: Aviation, Navy	501,000,000
Marine Corps:	
Pay, Civil force, Office of Commandant and Pay	190,594,000
Director Personnel	1,075,000
Pay, civil force, Supply Department	975,000
General Expenses:	
Provisions	25,000,000
Clothing	16,000,000
Fuel	3,000,000
Military stores	14,000,000
Transportation and recruiting	8,500,000
Repair and barracks	2,000,000
Forage	30,000
Miscellaneous supplies and equipment	38,000,000
Marine Corps Reserve	3,000,000
Total, general expenses	109,530,000
Total, Marine Corps	302,174,000
Shipbuilding:	
Construction of ships	*9,700,000
Ordnance for new construction	**4,580,000
Total, regular annual appropriations, Naval Establishment	3,229,031,000

NAVY DEPARTMENT

Office of the Secretary	3,946,300
Office of Naval Research	1,164,000
General Board	18,600
Naval Examining and Retiring Boards	20,200
Office of Naval Records and Library	57,000
Office of Judge Advocate General	310,000
Office of Chief of Naval Operations	1,435,000
Board of Inspection and Survey	35,000
Office of Director of Naval Communications	2,005,000
Office of Naval Intelligence	980,000
Bureau of Naval Personnel	3,226,000
Hydrographic Office	1,890,000
Naval Observatory	400,000
Bureau of Ships	6,450,000
Bureau of Ordnance	3,100,000
Bureau of Supplies and Accounts	4,400,000
Bureau of Medicine and Surgery	1,078,000
Bureau of Yards and Docks	2,045,000
Bureau of Aeronautics	2,400,000
Total, salaries	34,960,100
Contingent and other expenses:	
Contingent expenses, Navy Department	1,000,000
Printing and binding, Navy Department	2,750,000
Contingent and miscellaneous expenses, Hydrographic Office	975,000
Contingent and miscellaneous expenses, Naval Observatory	50,000
Total, contingent and other expenses	4,775,000
Total, regular annual appropriations, Navy Department	39,735,100
Total, regular annual appropriations, Navy Department and Naval Establishment	3,268,766,100

** To be transferred from the appropriation "Increase and replacement of naval vessels, construction and machinery," to be immediately available and to remain available until expended.*

*** To be transferred from the appropriation "Increase and replacement of naval vessels, armor, armament and ammunition," to be immediately available and to remain available until expended: Provided, that the limitation on the availability of the appropriation "Increase and replacement of naval vessels" for construction of new vessels shall not be applicable to this appropriation nor the appropriation "Construction of ships."*

BOOKS: NEW VOLUMES DEVOTED TO VARIETY OF TOPICS

THREE CORKING new volumes dripping with sea foam—all as different as a left-handed compass card—and a book on science that examines such odd questions as *whether space can be bent* will soon be on their way to ship and station libraries.

Gamboling with gay abondon across the BuPers review desk are galley proofs of the new volumes devoted to such widely-varied topics as the Japanese version of the Battle for Leyte Gulf (they termed it the Sho Operation) . . . why a rocket shrinks . . . a girl named Eve . . . Christmas morning during wartime on the Merchant Marine's *Cornhill* . . . Germany's bid for sea power.

Let's blow on our keyboard and see what literary diet is simmering for your early fall bunk drill.

Greatest Sea Fight

• ***The Japanese at Leyte Gulf,*** by James A. Field, Jr.; Princeton University Press.

For once, Admiral Kurita's request for air support got results.

Came the Jap planes. But they were all in vain. They couldn't find the American ships off Samar and the final indignity occurred for the admiral when—at the end of a day of incessant air attacks from countless unopposed American aircraft—he was attacked by two of his own Jap planes.

For Kurita & Co., Sherman was certainly right.

During five days of Philippine mauling, Japan lost four aircraft carriers, three battleships, six heavy cruisers, four light cruisers and 11 destroyers.

The Divine Wind of Ise gave birth to the kamikaze tactics during the Leyte landings, but for Tokyo the suicide attacks had no effect on the outcome of the battle. The Jap Navy, as a navy, ceased to exist after Leyte Gulf.

Here is the dramatic story of how the threat of imminent loss of the war led the Japanese to commit their entire naval strength to a suicidal attack against the American beachhead at Leyte, of how nearly they approached success only to suffer utter defeat.

The Battle for Leyte Gulf (the Sho Operation blueprinted in the naval War College on the outskirts of Tokyo) was the greatest sea fight of all time; possibly in the sense of a battle of fleet against fleet it may prove to be the last. This is the Japanese version of how poor communications, faulty timing and lack of air cover—plus inadequate performance of their shore-based air forces—resulted in the shattering defeat of Admiral Toyoda's Combined Fleet.

Mr. Field spent two years on carriers in the Pacific and was present at Leyte Gulf. In the fall of 1945 he interrogated the commanders and staff officers of the Japanese units and made a detailed study of the Japanese records.

The progress and coordination of the Nipponese battle fleets are detailed event by event and are documented by quotations from directives, dispatches and action reports.



BLACK SMOKE pours from exploding Jap destroyer bombed by carrier planes in Leyte Gulf. *The Japanese at Leyte Gulf* gives Japanese version of battle.

Facts and Speculations

• ***One Two Three . . . Infinity,*** by George Gamow; The Viking Press.

. . . . of atoms, stars and nebulae, of entropy and genes; stellar explosions and a new explanation of the origin of the solar system.

Mr. Gamow, who is continuing his wartime work as consultant on atomic energy problems for the Navy Department (his work was drawn on extensively for the special ALL HANDS Atomic Bomb Extra, July 1946), has the gift of translating specialized knowledge into everyday language.

He takes up such odd questions as whether space can be bent and why a rocket shrinks. He delves into the four dimensions and works out many problems in the laws of numbers.

Subjects have been selected to survey briefly the entire field of basic scientific knowledge. The author concerns himself with a general account of physical facts and events in the world of planets, stars, and nebulae . . . and the laws that govern them.

Strategy and Leaders

• ***The Influence of Sea Power in World War II,*** by Captain W. D. Pulestone, USN (Ret); Yale University Press.

What was the influence of sea power in the recent war and what is it now in the light of the new weapons?

Captain Puleston's new work is concerned primarily with the objectives of the political leaders who headed the Axis and anti-Axis nations and with the strategies used by their admirals, generals and air marshals to attain these objectives by the use of land, sea, and air forces. As outlined in the preface, the book endeavors to show the consequences of sea and land campaigns rather than the tactics of battles.

It is particularly concerned with how the sea and land campaigns influenced and were influenced by control of the sea, and especially how control of the sea was employed to gain control of the land and impose unconditional surrender upon the Axis nations.

The fleets with their own integrated aviation have increased and extended the influence of sea power by controlling the sea and the air over it

and the adjacent land in decisive strategic areas. Through this control armies were landed at will and supplied, bombers launched their missions, and the enemy was denied reinforcements of essential raw materials and men.

The author is convinced that while the sea and air battles he describes are unique in the distances and in the long-range destruction with which they were fought, their consequences are the same as they have been in the past. They demonstrate that modern navies can still control the seas, and that the nation that controls the seas will dominate the nation that puts its strength in huge armies.

Duncan, Able Seaman

• **Passing By,** by Elliott Merrick; The Macmillan Company.

Cornhill was a busy 15,000-ton T2 tanker, lying at the oil docks in the New Jersey rain, awaiting another convoyed wartime gasoline run to Britain. Her bow and stern guns were painted the Navy's own cold blue gray.

At the top of a steep ladder, a Navy gun crewman on gangway watch appeared from somewhere and took Duncan's bag as he dropped it over the rail. The gunner had on his blues and khaki leggings, with cartridge belt and a .45 strapped around his pea jacket.

A tall fellow with a black mustache —maybe he wouldn't look so trim at sea in a ragged parka and mittens.

"Hiya, Merchant," he said.

"Hi, Navy. Where's the AB's quarters?"

The gunner nodded toward the after house. "Look for Herbert, the ordinary. He'll show you where to find a bunk." And he went back into the shelter deck under the bridge house out of the rain.

Passing By is the story of Duncan, Able Seaman, and *Cornhill* and the crew caught in the war's snarl.

His shipmates are drunks, evangelists, high school boys, technicians, rabble rousers, labor baiters, social-register mates, and genuine old salts. Surrounded by endless confusion and quarrels, prisoned in iron bunk rooms on the sea he used to love, increasingly conscious of enemies at home as well as enemies abroad, Duncan continually struggles against a feeling of futility and fatigue.

Here is the authentic atmosphere of the tough waterfronts of the world, the speech and life of seamen, with no holds barred. It is a powerful picture of the merchant ships and the men who work in them.



FOUR-IN-ONE photography, this might be called. By placing copy in positions shown, photographer can take four exposures on one piece of film, save money.

New Photo Copy Idea Saves Money

A new photographic technique developed by two enlisted men is saving money for the Navy.

The method has added a new twist to an old photo copying process. It has produced, at a minimum of expense, color projection slides for use in naval medical instruction.

The new technique resulted from a request by the Naval School, Aviation Medicine and Research, Pensacola, Fla., to have color projection slides prepared from some excellent illustrations of eye diseases appearing in a textbook used in the course.

Since contracting for the job would have entailed considerable delay and expense, the Naval School, Photography, at Pennsacola, was requested to do the work.

Two advanced students, H. G. Mahoney and J. H. Gasnier, both S1, USN, were given the assignments. At the outset they faced a problem. The job required a series of color slides 2 x 2 inches from 6-inch original illustrations. Since the 4 x 5 Graphic View Camera was the smallest camera available for copying, the sheet of 4 x 5-inch color film had to be masked off so that four 2 x 2-inch shots could be made on each sheet, for maximum film economy.

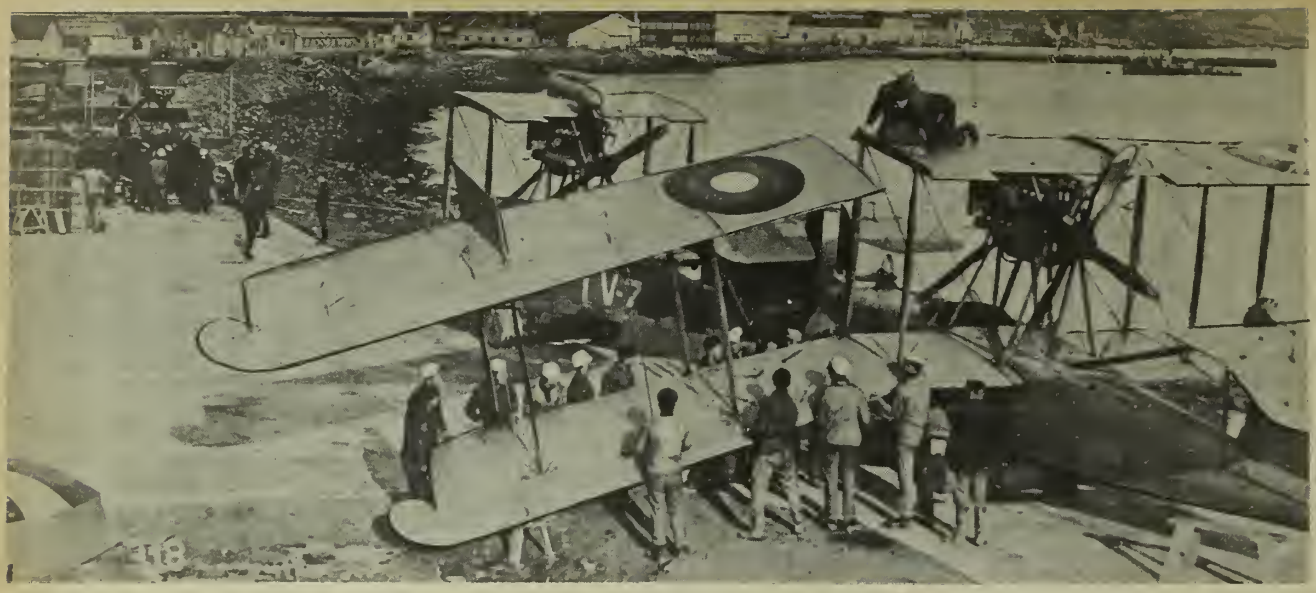
Aided by the O-in-C of the school, the students devised a variation of the proved method of using a divided-back film holder for copying.

They trimmed a sheet of heavy black paper to 4 x 5-inch size, with a 2 x 2-inch square opening in one corner. Arranging the text illustration in proper plane with the camera lens, they made the first exposure. Next, the mask was moved so that another unexposed quarter of the film sheet would be exposed. This procedure was continued until all the prepared holders were exposed and the required number of illustrations photographed.

Considerable juggling of the text book was required to make the small illustrations line up squarely with the lens, be distortion free, and at the same time be in the proper quarter to correspond to the unmasked area of the film. The students had to remember that the camera lens inverted the image, and arrange the textbook accordingly.

Artificial lighting was found not feasible, since there was no control available to keep the voltage of the electrical current at a set figure. The current fluctuation of the school's electrical supply was too great to maintain the proper light intensity. To obtain true color balance, the students used natural sunlight and outdoor type film. They selected 1300 as the ideal time of day for their exposures, and did their work at this time each clear, bright day.

Processing and assembling was done by the students. The color slides, bound between standard 2 x 2-inch cover glass, gave testimony to the quality of training given in naval schools. The slides had exceptionally good color balance as well as being true reproductions of the original illustrations.



BREST, France, was one of several European bases from which American seaplanes tracked down subs in World War I.

EARLY NAVAL AVIATION

AN INFANT naval aviation took its first trembling steps during World War I.

When President Woodrow Wilson penned his name to the war resolution passed by Congress on 6 April 1917, the U. S. Navy's aerial strength consisted of 38 pilots and less than 200 enlisted personnel. Of airplanes the Navy had but 54, none of which was suitable for combat use.

To house this small force, we had one air station, the Naval Air station at Pensacola, Fla.

Prior to the first World War, the Navy had no aerial warfare experience except a limited scouting venture over Vera Cruz during the melee with Mexico. Two planes had been engaged in a search for mines and had carried on 43 days of scouting flights over the enemy's trenches. Thus it was only natural that we should look to France and England for advice concerning the role naval aviation should play in the war.

To the Navy aviators goes the honor of being the first American military force to repay the visit of Gen. Lafayette. A small unit of naval aviators under the command of Lt. Kenneth Whiting, USN, consisting of seven officers and 123 men, was the first American contingent to reach France. Arriving in St. Nazaire on 5 June 1917, this tiny force was a harbinger of the tremendous forces that were to go to Europe as the American contribution to the war against the Central Powers.

One of the factors involved in sending this contingent to France was that of morale. The spring of 1917 had been marred by heavy allied reverses and losses on land and sea. The presence of the American naval force not only symbolized the might of America, but also the advent of a new and potent weapon of war for the United States: air power.

U. S. naval air stations in France were first erected at Pauillac near Bordeaux, and at Paimboeuf. Later, more stations mushroomed along the coast of France, in Ireland and England and Italy. When the Armistice was signed, the U. S. Navy had 44 aviation stations and units in Europe. Between Massachusetts and the Pacific the Navy established and operated 13 air stations.

Most of the European bases were patrol stations. Some were centered upon the project of the Northern Bombing Group, others were used for training, some were kite balloon stations, and the others were used for assembly and repair. One was a marine aviation outpost in the Azores.

The Navy in August 1916 inaugurated a Naval Reserve Force. An important part of this body was the Naval Reserve Flying Corps. It was from this group that the bulk of the manpower of naval aviation was furnished for World War I.

Some of these men figured prominently in World War II. James Forrestal, Secretary of Defense, was lieutenant (jg), USNRF; Artemus Gates, Assistant Secretary of the Navy for Air during World War II, was a pilot in command of an overseas unit during the First World War. Lt. David S. Ingalls, USNRF, our first naval "ace," was destined to become Assistant Secretary of the Navy for Air from March 1929 to March 1932.

College and university men contributed heavily to the building of naval aviation in the first war, with Yale leading the way with its volunteer group of fliers. Instrumental in organizing the Yale Unit was F. Trubee Davison. After serving as an ambulance driver in France in 1915, he returned to Yale where he organized an aviation training school among the students. The interest in this unit was tremendous, and through the aid of Admiral John H. Towers, USN, (then lieutenant) and Assistant Secretary of the Navy Franklin D. Roosevelt, the Yale Unit provided full-fledged naval aviators in the U. S. Naval Reserve Flying Corps.

Members of this enterprising Yale Unit later became leaders of American aviation, both military and commercial. The originator of the unit, Davison, became Assistant Secretary of War for Aviation from 1926 to 1932.

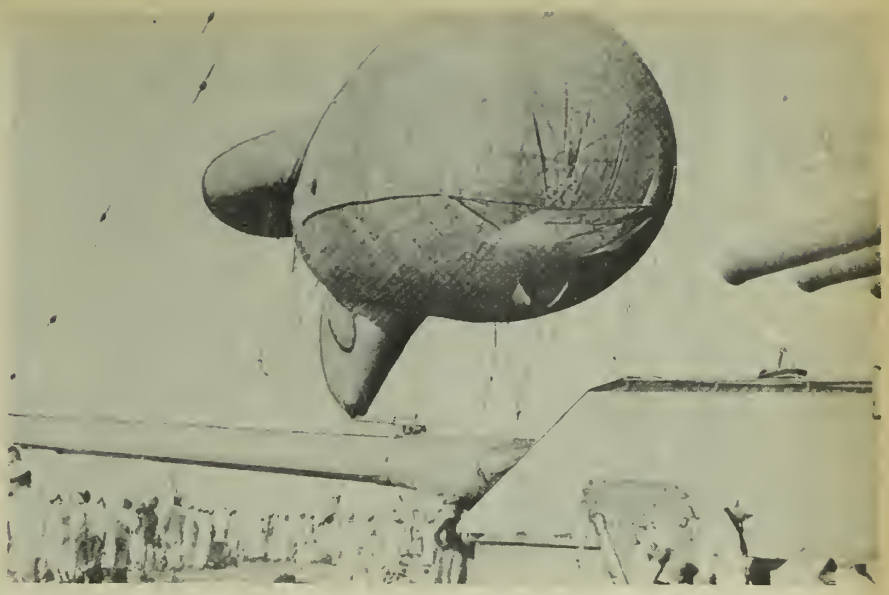
Aviation within the U. S. Navy, hampered by lack of planes, pilots

and funds, was slow in developing while European aviation had progressed rapidly since the outbreak of the war. But holding true to the ever-ready All-American fighting spirit, American naval aviation shook itself free of its growing pains, and arose from the first global war as a leader in its field.

Training of aviation personnel was a serious problem, because men were badly needed at the fighting fronts. Officers were trained in two separate subjects: ground school and flight training. Preliminary flight training was given at Bay Shore, Long Island; Miami and Key West, Fla., and at San Diego, Calif. Ground officers were trained at the Massachusetts Institute of Technology, University of Washington and the Dunwoody Institute of Minneapolis.

Advanced training in seaplanes and lighter-than-air ships was given at Pensacola. Here the young and green pilots received their final flight instructions before going off to war. They were drilled in aerial gunnery, bombing and navigation. The training period of pilots was short, because they were urgently needed at the front. A World War I pilot was usually sent overseas as soon as he had accomplished 15 hours of solo flights, flown to an altitude of 6,000 feet for at least 15 minutes, completed a 60-mile cross-country flight, and had made two night landings.

Enlisted naval aviation personnel were trained in schools established near plants manufacturing planes and aviation equipment. Forerunners of today's aviation ratings were the aerologists, carpenters, aviation mechanics, hydrogen engineers, winchmen for kite balloons, photographers, radio operators, aerial gunners, bombers, coppersmiths, blacksmiths and aviation quartermasters.



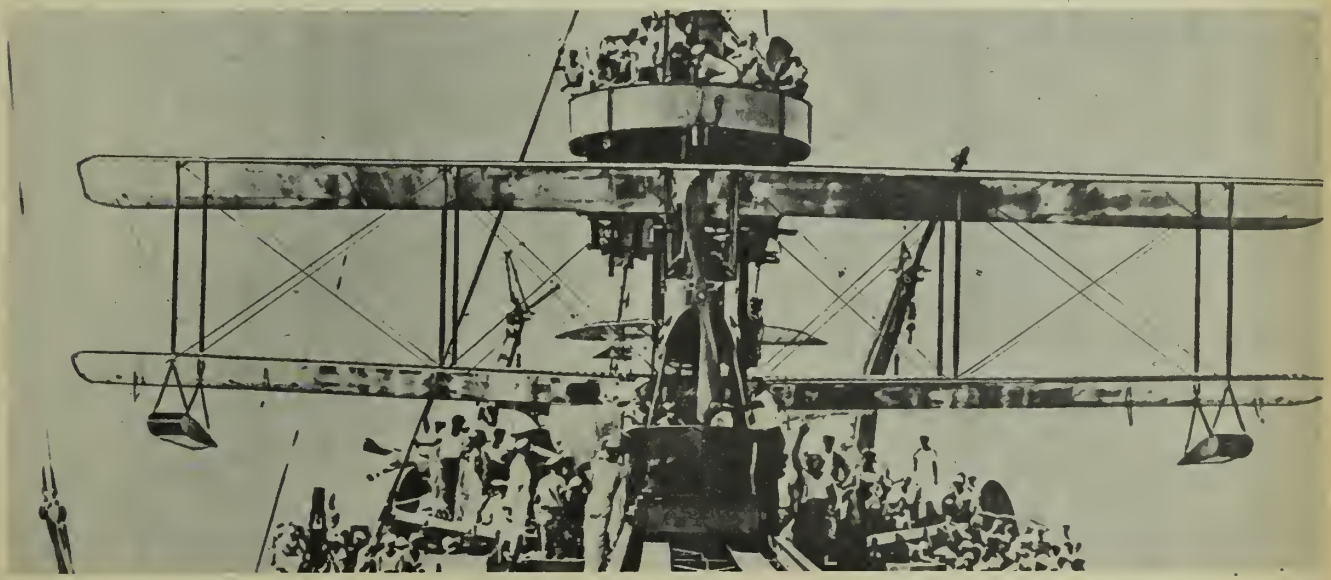
KITE BALLON is tied down aboard the old USS *Pennsylvania*. Our Navy conducted numerous experiments with LTA and other aircraft during early days.

Primary objective of naval aviation during the first World War was to keep the German U-boat fleet under the surface where it would be comparatively harmless. In this way, the British and French attained some fairly good results, none of which could be compared with the aerial submarine patrols conducted during the recent world conflict.

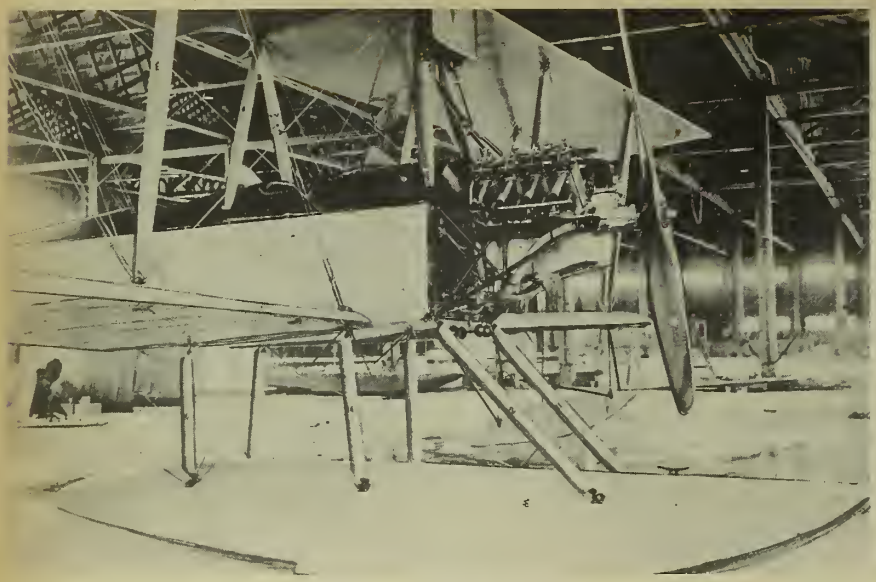
U. S. Navy planes on submarine patrols made at least 39 attacks against German submarines, 10 of which were presumed to be at least partially successful.

Intense bombing raids on enemy air installations in Flanders and western Belgium and U-boat bases in Bruges, Zeebrugge and Ostend were conducted by the Navy's Northern Bombing Group. This group, under the command of Capt. David C. Hanrahan, USN, consisted of 112 planes, 305 officers, and more than 2,000 enlisted personnel.

Flying with the British in the early stages of the war, Lt. Ingalls became



CATAPULTING was part of the training given naval aviation personnel at our first air station at Pensacola in March 1918.





AEROMARINE seaplane with a Curtiss motor. Ens. G. H. Ludlow (right) was shot down and rescued from an Austrian harbor.

the first and only U. S. Navy "ace" during World War I. He was credited with shooting down nine enemy planes and seven observation ballons.

One of the most thrilling aerial acts during World War I was the daring rescue performed by Ens. Charles H. Hammann, USNRF, when his squadron leader, Ens. G. H. Ludlow, USNRF, had been shot down in the harbor of the Austrian naval base at Pola.

Having dropped propaganda leaflets over the enemy territory, they were attacked by Austrian planes. Ludlow had riddled one of the enemy planes which fell into the sea, but in the melee his plane had been badly damaged.

With a shattered propeller and shot-up engine, the plane burst into flames. While Ludlow managed to evade a chasing Austrian plane, another enemy followed him down toward the water where a burst of machine gunfire put the American plane out of action: Ens. Hammann succeeded in eluding two enemy planes engaging him, and dived to the assistance of his helpless shipmate.

Despite the fact that Ludlow's plane was well within the reach of Austrian gunfire, Hammann landed alongside the stricken plane. Ludlow kicked the hull of his disabled plane full of holes to insure its sinking. With the job completed he swam toward the rescue plane, a single seater. With no other seating arrangement than the regular pilot seat, Ludlow sat under the engine, grasping the struts to keep from being blown off.

Taking off from the water in time to avoid onrushing Austrian seaplanes and destroyers, the bullet-ridden and over-loaded plane made the 60-mile flight to safety at our air station at Porto Corsini, Italy. For his heroic act, Ens. Hammann received the Congressional Medal of Honor.

A valuable activity of naval aviation in World War I was its work with lighter-than-air craft. Kite balloon stations were erected to be of use to convoys. Blimps were used for patrol purposes, and while strictly a defense weapon, they performed well their assigned tasks.

When the first European struggle had ended, the U. S. Navy was forging ahead in naval aviation. As the echo of the last shot fired died away, our naval air force consisted of 39,000 officers and men; 1,865 flying boats and seaplanes, 242 land planes, 15 dirigibles and 205 kite ballons.

Navy planes had dropped 100 tons of explosives upon enemy objects, and contributed tremendously toward victory.

Naval aviation had fought its first war. It had been a weak infant when the war had commenced. but the war's end found it a mature force, a leader in its field. From the seeds of this force sprouted the greatest naval aviation force in history, leading the way in both peace and war.



FLYING BOAT, Aghada, was based at Queenstown, Ireland, in 1918. Our naval air force had 1,865 flying boats and seaplanes at the close of the first war.

STOUT SCOUT

NEXT THING you know the aviators will be wanting sub pay.

Maybe they should get it—at least, those who fly the Navy's newest version of the Seahawk, the SC-2, shown on this page in some rough water landings. That's the plane there—under all that green water.

The Curtis SC-2 was tested under severe conditions at the Naval Air Test Center, Patuxent, Md. Scout pilots, generally, would rather not operate in winds higher than 20 knots. But they deliberately waited for a day at Patuxent when the wind was up to 35 knots and five-foot waves were swelling up, with whitecaps.

The new Seahawk, single-place scout observation plane, took everything that day, and came up with only minor damage. The Navy termed the tests an eminent success.

The modifications built into the SC-2 adapt her to rough water work. The wing has been redesigned, giving a lower stalling speed, hence a lower landing speed which is a great advantage when smacking into waves.

The SC-2's float is larger and stronger than that of her predecessor, another rough water advantage, and the general perfomance of the plane has been stepped up by an improved engine.



GREEN WATER almost completely hides the Navy's latest version of the Curtis Seahawk, known as the SC-2, as it lands in waves five feet high.

The new engine is a Wright Cyclone with a two-speed supercharger, developing a normal horsepower of 1,275 at 2,500 rpm—a little more for take-off.

Range, with auxiliary tanks, is 650 miles out and 650 back; the wingspan is 41 feet. Rockets on the wings give the new plane greater firepower.

Its usefulness in search and rescue has been increased by location of a permanent seat inside the fuselage. The SC-1 was equipped only with a canvas bunk. Entry to this rescue compartment has been improved by addition of an access door aft to the wing root on the starboard side. Persons rescued by the SC-1 have to crawl up on the plane's back and descend through the pilot's compartment to get below.

The SC-2 is the Navy's best plane for its job, but it is not planned to procure the aircraft in large numbers. Most of the battleships and cruisers from which the plane might operate are currently resting in the inactive fleets. SC-2s on hand will not be sent to the Fleet, but will be retained for experiment and shore-based operation.





WING TIP under, the Navy's newest scout plane (left) taxies into position. It lands in very rough water (right).

LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Good Conduct Medal

SIR: I have a few questions in regard to the awarding of the Good Conduct Medal. (1) Does a man have to complete an enlistment or be released to inactive duty before he can be recommended for the medal? (2) May ex-Reservists who completed less than three years in the Reserve, and who were discharged to reenlist in the regular Navy combine time served in the two branches? (3) If so, where can they get information as to whether or not they're qualified?—R. J. S., SCLK, USN.

• *(1) No. Art. A-1046, BuPers Manual, states that COs may authorize the ribbon "upon fulfillment of the necessary requirements." (2) Personnel who were discharged from the Reserve and enlisted immediately in the regular Navy may combine active service in* USNR *with active service in* USN *to make three years' continuous active service for qualifying for the Good Conduct Medal. (3) If an individual feels that he meets the qualifications for the Good Conduct Medal, but a record of former service is not available, his CO should refer his case to BuPers for determination of eligibility.*—ED.

Watch Stripes

SIR: It is my belief that members of the hospital corps are in a special branch other than the seaman or artificer branch. In that case, is a watch stripe required in conjunction with the red cross a hospital corpsman wears?—R. H. W., PHM2, USN.

• *No. Hospital Corps ratings are included in the special branch. In accordance with Uniform Regs, 1947, only seamen and firemen wear branch marks (watch marks).*—ED.

Travel Allowance

SIR: I shipped over in November 1945 for two years. When I am discharged will the Navy pay my transportation home?—W. I. R., AEM1, USN.

• *Yes. On a regular discharge a man is entitled to travel allowance either to the home address he had at the time he enlisted or re-enlisted, or to the place he was accepted for enlistment or re-enlistment, whichever he chooses. See Art. 7500-3(b) of U. S. Navy Travel Instructions.*—ED.

Minority Cruises

SIR: What were regulations regarding minority cruises in September 1945? Could an 18-year-old enlist for a minority cruise then?—L. K., EM2, USN.

• *During September 1945, the only terms of enlistment open to first enlistments were minority enlistments for 17-year-olds, and four year enlistments for all applicants between 18 and 31. An 18-year-old could not enlist for a minority cruise during September 1945.*—ED.

Full Bag Requirements

SIR: What are the latest requirements of a full bag for a CPO?—R. G. P., ACM, USN.

• *See Art. 7-50, Uniform Regulations, 1947.*—ED.

Reservists and Ship's Service

SIR: Are former Waves who joined the inactive Naval Reserve authorized to purchase from ship's service if they present their USNR identification cards?—A. R. K., ex-Wave.

• *While attending drills or performing training duty on stations, Reservists may be extended limited privileges of the ship's service store in accordance with Para. 301-b, Ship's Service Store, Regulations of 1 June 1947. Reservists, however, are not permitted to purchase articles on which Federal retailers' excise tax would apply if purchased from civilian-operated stores, or merchandise obtained with priority assistance.*—ED.

First Steam Screw Vessel

SIR: What ship was the first steam screw vessel built by the Navy?—W. O. F., CY, USN.

• USS Princeton, *built in 1843, was the first steam screw vessel built by the Navy. In addition to steam power, she was rigged, spreading 14,413 square feet of canvas in plain sails. She was also the first war vessel designed to burn anthracite coal. Displacing 954 tons, she was 164 feet long and had a 30½-foot beam. Her armament consisted of two wrought iron 225-pounders and twelve 42-pound carronades, all of which could be used either side of the ship.*

One of the long 225-pounders was a heavily re-enforced 12-inch gun weighing about 27,334 pounds. Made of the best American iron, it was called the "Peacemaker," and therein, as they say, lies a tale.

On 28 Feb 1844 the vessel sailed from Washington, D. C., on a pleasure and trial trip down the Potomac River. On board were President Tyler, his Cabinet and a distinguished party of civil and military officials. On the return trip one of the passengers asked that the "Peacemaker" be fired. The skipper, Capt. Robert F. Stockton, USN *(later Commodore), dissented, as the gun had been exercised earlier in the day, but he was overruled. The gun was fired, and it burst, killing SecNav Thomas W. Gilmer; Abel P. Upshur, Secretary of State; Congressman Virgil Maxey, an army officer, a naval officer, and one of the President's servants. It injured many others, including Capt. Stockton. The "Peacemaker" burst at the breach and broke short under the trunnions. Half of the breach passed over the starboard bow, carrying away about 20 feet of the hammock rail and 12 hammocks. The other half, weighing about 2,000 pounds, fell in the port gangway.*

A court of inquiry exonerated Capt. Stockton, his officers, and crew of all blame in the matter.—ED.



BURSTING "Peacemaker" killed notables on board *Princeton*, first steam screw vessel.

Family Allowance

SIR: (1) When was family allowance first paid to men in the first, second and third pay grades? (2) Is it possible for me to claim the difference between MAQ and family allowance for the time when the above grades were not eligible for family allowance?—R. L. W., CRM, USN.

• *(1) Family allowance benefits were authorized for dependents of any enlisted man in the active military or naval service of the U. S. by Public Law 174, 78th Congress, approved 26 Oct 1943. (2) No. Inasmuch as the period of entitlement to family allowance cannot begin before the first day of the calendar month during which the required written application whereby retroactive benefits can now be is filed, there is no provision of law claimed.*—ED.

Counts for Pay Purposes

SIR: I am an enlisted man serving under a temporary commission. I have accepted a permanent commission as CWO. Will the time I served as a commissioned officer above the rank of CWO count as time served for pay purposes when I revert to CWO?—H. H. B., LT, USN.

• *Yes. Service in enlisted status or as a warrant or commissioned officer counts as time served for pay purposes.*—ED.

Returned to Regular Duty

SIR: I served aboard USS *LCI(L) 549* before the atom bomb tests. Could you give me any information as to where it is or what happened to it?—D. D. W., F1, USN.

• *USS LCI (L) 549 served with Joint Tack Force One but not as a target ship. Since the tests, she has returned to regular duty and at the present time is at Kwajalein.*—ED.

Precedence of Ratings

SIR: Is table A of "Instructions for the Navy Personnel Accounting System" (NavPers 15,642) a revised precedence of ratings?—H. A. K., CY, USN.

• *No. The official list of precedence of ratings by pay grades is in Art. D-5102, BuPers Manual.*—ED.

Williamsburg An AGC

SIR: In reading the June 1947 issue of ALL HANDS, we noted a slight error on page 30. In the paragraph headed "What AG Means," you referred to the Presidential yacht as an AG, which indicates miscellaneous ships. We have checked and find that the existing publications indicate that the Presidential yacht, the Williamsburg, is an AGC.—G. T. M., Y2; A.E.W., SM3; L.F., SM1; J.W.S., SM2, USN.

• *You're right.* USS Williamsburg *is designated AGC 369. It is the first Presidential Yacht to be classified AGC, preceding ones being ABs. The hull number of the* Williamsburg *was chosen to clearly distinguish her from other AGCs, which to date have no number higher than 18.* —ED.

Hospital Corps

SIR: (1) What rate does a graduate registered male nurse get when he joins the hospital corps? (1) Is it necessary for him to serve the necessary time in each pay grade before advancing? (3) Can COs waive time requirements for advancement?—P. F. C., HA1, USN.

• *(1) If he has had no previous military service, he will be enlisted as AS (HA) for medical training. (2) Yes. (3) No, minimum service in pay grade requirements are prescribed for all COs to adhere to.*—ED.

GI Education

SIR: I am on a two-year cruise and was told that if I took flying lessons under the GI Bill of Rights, I would not be able to enter college after I left the Navy. Is that true or just scuttlebutt?—W. W. P., S1, USN.

• *Scuttlebutt. Flying lessons do not necessarily end your eligibility for further schooling under the GI Bill. However, such lessons would reduce the amount of further schooling you might be entitled to, depending upon how much flying instruction you took. Civil readjustment officers on the staffs of district commandants, or local Veterans Administration facilities, can give you more exact information. Remember, too, that to be eligible for GI education or flight training while on active duty, you must be a veteran—that is, to qualify you must have been discharged from previous service during or after the period the point system was operating.*—ED.

Cotten Is in the South

SIR. What became of USS *Cotten* (DD 669)? It was my ship during the war and I would like to know where it is now located.—R. M., S1, USNR.

• USS *Cotten (DD 669) has been placed out of commission in reserve and is now located at Charleston, S. C.*—ED.

More Maximum Rolls

SIR: In regard to the maximum roll of USS *Morris* (ALL HANDS), June 1947, p. 29), I think my ship, USS *Passaic* (AN 87), can claim a greater roll.

On 13 Feb 1947 in the Aleutians our vessel was struck by a force, later believed to be a tidal wave, and rolled to port in the vicinity of 90 degrees. Our clinometer was only graduated to 70 degrees, but the indicator arm swung quite a ways over the 70-degree mark. After resting on her side for about 30 seconds, the ship righted herself and we were towed back to port.—F. M. C., LT, USNR.

SIR: I have in my possession a "Beam-Enders" certificate which certifies that I was serving on board USS *Williams* (DE 372) when she "beam ended" to 98 degrees on 29 Sept 1945 in a Pacific typhoon. This roll was determined by naval engineers at Guam by sighting with engineering instruments various parts of the ship's structure.—T. E. D., MM3, USN.

AFCs to Become ATs and AOs

SIR: (1) How many AFCs are there left in the Navy? (2) What is BuPers planning to do with AFCs under the new rating structure? (3) We've heard scuttlebutt that they're going to send AFCs to a guided missle school. Is there anything to this?—W. A. S., AFC3, USN.

• *(1) As of 1 June 1947, 294 AFCs of all pay grades were in the Navy. (2) At such time as the transition to the new rating structure is effected, on or about 1 Jan 1948, some AFCs will be changed to aviation electronics technician (AT) and some will be changed to aviation ordnanceman (AO). (3) No plans right now.*—ED.

APA 88 Decommissioned

SIR: I would like some information concerning USS *Presido* (APA 88). (1) Did she take part in the atom bomb tests and (2) has she been decommissioned? If so, where?—L. J. S., SM2, USNR (Inactive).

• *(1) No. (2) She has been decommissioned and is in the 12th Naval District (San Francisco) awaiting disposal.* —ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *San Francisco* (CA 38). Address: CO, USS *San Francisco* (CA 38), c/o Commander Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Price $3.75 (free to crew members).

• USS *Chandeleur* (AV 10). Address: Schwabacker-Frey Co., 735 Market St., San Francisco, Calif. Price $5.50.

• USS *Louisville* (CA 28). Address: Dunlap Printing Co., Juniper and Cherry Sts., Philadelphia, Pa. Price $3.

• USS *Wichita* (CA 45). Address: Commander Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Free to crew members.

• USS *Lanier* (APA 125). Address: Metropolitan Press Printing Co., Third at Vine, Seattle 1, Wash. Price: $2 (no COD).

Navy Cartoons Scarce

SIR: With pleasure we note the increased content of "Letters to the Editor." The column remains one of the best sources of hot dope available to naval personnel.

But what happened to the outstanding cartoons you used to run? Has some cantankerous old fogey taken over, who fails to recognize the lighter side of Navy life?—R. O., Y2, USNR.

• *Letters we get—several hundred a month. Cartoons we don't. Seems there are fewer cartoonists in Navy blue every time we look over the crop.* ALL HANDS *will continue to survey ship and station papers for the best in current Navy cartoons, but can promise results commensurate only with the number of cartoons Navy ship and station editors are able to coax out of their depleted staffs.* —ED.

Discharge Alnavs

SIR: What Alnavs have been issued concerning the discharge of USN-I and USN-SV personnel?—H. B. R., AETM2, USN.

• *There have been three Alnavs concerning the discharge of* USN-I *and* USN-SV *personnel. They are—Alnavs 395-45 (NDB, July-Dec 1945), 436-46 (NDB, 15 Aug 1946) and 512-46 (NDB, 15 Sept 1946).*—ED.

Extending Minority Cruise

SIR: Can a man extend his enlistment without the consent of his parents if he is under 21?—T. E. G., Y3, USN, and C. R. H., S1, USN.

• *Yes, An enlistment of a minor may be extended in the same manner as other enlistments.*—ED.

Selecting Your Station

SIR: I have heard that it is possible to request duty in a theatre of your choice when re-enlisting, but have been unable to find any directives on the subject. I would like to know if such a request is possible.—D. J. W., Y3, USN.

• *It's not that simple, mate, but it's pretty good. See DuPers Circ. Ltr. 141-47 (NDB, 31 July), discussed on p. 42, this issue.*—ED.

Travel Pay for Reservists

SIR: (1) Is travel pay authorized for Reservists who report to and from active duty in connection with the annual 14-day training period? (2) If so, what is the authority? (3) Is there any provision that denies Reservists travel pay if they receive flight pay while on their training cruise?—J. W. E., LTJG, USNR.

• *(1) Reservists ordered to training duty are entitled to reimbursement for travel performed on a mileage basis, provided their orders do not direct that government air travel be used. (2) Para. 9002, U. S. Navy Travel Instructions. (3) No.*—ED.



USS Boxer—Carrier (CV 21) of Essex class.



USS Rexob—there wasn't that ship Little

Like Guns and Snug

SIR: During my tour of duty in the Navy, I served aboard carriers as a gunner's mate. Since my discharge I have kept an eye peeled for news concerning ships I served on or heard about. In ALL HANDS, May 1947, p. 3, there was a story on recent maneuvers which included an account of the carriers *Boxer* and *Rexob*. I cannot recall hearing anything about carriers with these names.—I. W., ex-GM1, USN.

• *USS Boxer (CV 21) is a carrier of the* ESSEX *class, launched 14 Dec 1944 and commissioned 16 Apr 1945. She was built by the Newport News Shipbuilding Company, her keel being laid 13 Sept 1943. The "Rexob" was a mythical sister ship of the Boxer (as our story stated). In other words, she was the "little ship that wasn't there." If you wonder where she got her name, try spelling Boxer backwards.*—ED.

Largest Air Station

SIR: I'm interested in getting some information on naval air stations. Can you tell me which is the largest and which handles the greatest amount of annual traffic?—R. J. B., AERM3, USN.

• *NAS, Pensacola, Fla., is the largest naval air station in both size and traffic.*—ED.

No Change in Rate

SIR: I was discharged from USNR as SM2. Upon re-enlisting five months later, I was placed on active duty as S1 and attended aerographer's mate school. (1) Is there a chance to change my rate from S1AERM to S1SM or S1QM? (2) Is the QM rating open for advancement?—H. G. B., S1, USN.

• *No. Since you have attended a class A school and since there is a shortage of AERMs, a request to change your rate would not be approved by BuPers at this time.*—ED.

Speed of Falling Planes

SIR: In ALL HANDS, June 1947, p. 35, you print a piece on use of model planes for supersonic tests. These models are carried to high altitudes by test planes and dropped, and in their downward flight you say they attain a speed of 600 miles-per-hour.

If high school memory serves me right, the speed of falling bodies doubles every second until a terminal velocity is reached and, although the exact figure is not recalled, I do not believe this terminal velocity is anywhere near 600 miles-per-hour. Since these model planes fall free, and are not powered, how can they possibly reach the speed you say they do?—C. S. K., CY, USN.

• *You're a little rusty on this subject, chief, but we had to look it up, too.*

The theoretical value of gravitation is about 32.16 feet per second per second. That is, any free-falling object, whether it's a mattress or an anchor, will fall 16.8 feet during the first second after it is turned loose, 48.96 feet during the next second, and so on, the object falling in each succeeding second a distance equal to the distance fallen during the previous second plus 32.16 feet.

Terminal velocity does not enter into this theory at all. The object will continue to accelerate so long as it is falling free.

Terminal velocity comes into the picture when the problem is removed from the theoretical to the practical. Under normal conditions, wind resistance will tend to retard the falling object, and so a feather might have a terminal velocity of as little as, say 15 miles-per-hour, while a falling monkey wrench might build up to a speed of several hundred mph. It all depends upon the aerodynamic properties of the object.

We don't know what the aerodynamic properties of the falling model planes are. Presumably they're very similar to the properties of the experimental military planes they represent. At any rate, there is nothing in the laws of physics, theoretical or practical, that would prevent their reaching a terminal velocity as high as 600 mph., or whatever speed, practically speaking, they are designed to reach.—ED.

Six-Year Hitches

SIR: Can USN-SV men on a six-year enlistment be discharged if their contracts were signed when the men were minors, without the consent of their parents?—L. M. R., SOM2, USN; B. H. W., SOM2, USN; L. P. R., SOM2, USN; and E. J. N., SOM2, USN.

• *No. In order to enter legally into a contract for a six-year enlistment, it would be necessary that a minor be 18 years of age or over. Consent of parents or legal guardian is not required for enlistment of minors 18 and over. Minors enlisted without consent can be discharged only when a request is received from parents or guardian within 90 days after enlistment.*—ED.

CROSSROADS RESURVEY

SCIENCE is busy once more at Bikini Atoll.

Members of the Navy's Bikini Scientific Resurvey party have begun an exhaustive examination of the atoll, its lagoon and the sunken ships resting there in an attempt to answer important scientific questions.

The island was reoccupied just 355 days after the underwater atomic bomb blast of Test Baker sent a mile-high column of radioactive sea water crashing down on the Operation CROSSROADS' target fleet.

Already Bikini can boast the deepest hole ever drilled by man on a Pacific atoll. Core drillers working under the direction of the Navy and the U. S. Geological Survey have reached a depth of 1,346 feet in a project designed to settle questions about the origin of coral atolls.

Below the surface of Bikini lagoon, Navy divers walked up and down the flight deck of the gallant old carrier *Saratoga*. They reported that the 33,000-ton ship, sunk by the underwater explosion, is resting on nearly even keel. The top of her mast can be seen a few feet beneath the lagoon's surface.

The diving operations are being conducted from the submarine rescue vessel USS *Coucal* for a six-week period. After completing the examination of the *Saratoga*, the divers will move to the Jap battleship *Nagato*, the battleship *Arkansas* and the submarine *Apagon*.

The divers reported the *Saratoga*'s flight deck was covered with coral dust. Several objects picked up off the deck registered radioactivity. Waterproof Geiger counters were lowered into the water ahead of the divers while radiological safety monitors topside kept a careful watch on the meters. As an additional safety precaution, each diver carried three photographic film badges and a gauge which tabulates cumulatively the amount of radioactivity to which it has been exposed. The inch-thick lead soles worn by the divers gives additional protection against radiation.

The Bikini Scientific Resurvey Task Force is composed of the attack transport *Chilton*, flagship and laboratory vessel; the submarine rescue vessel *Coucal*, which joined up at Pearl Harbor, and USS *LCI(L) 615*, which met the task force in Bikini Lagoon.

Elaborate safety precautions were taken for the initial landing. Members of the landing party carried photo desimetry badges. These were collected at the *Chilton's* gangway when personnel returned to the ship and were rushed to the photo lab for development and examination. These badges contain unexposed photo film fitted in a cross-shaped piece of lead. They record the amount of beta and gamma ray exposure received by the person.

A careful examination of Bikini atoll indicated that it had been unoccupied by humans since the CROSSROADS' personnel departed in 1946. One significant discovery was made, however: fresh dog tracks in the sand.

Investigation disclosed that the tracks were made by a wild dog, a bushy-tailed, black and white animal with the build of a terrier and the height of a springer spaniel. He was immediately named Pluto, short for plutonium (which, of course, is long for Pluto). Members of the party began a campaign to capture the dog and return him to the U. S. for study.

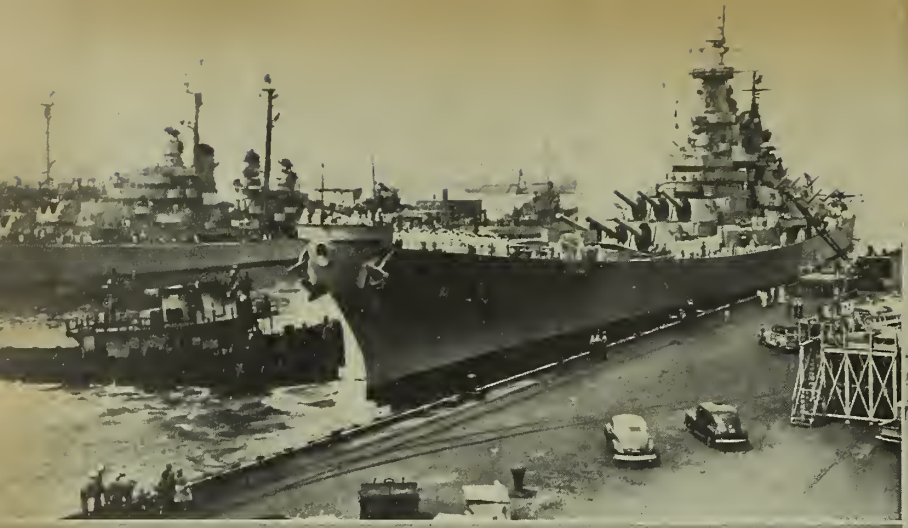
Wary of humans, the dog would dart off whenever approached, and it appeared for a time that capture of the "world's only living hot dog" would be impossible. Pluto finally succumbed to the temptation of hambone bait and was caged aboard the *Chilton* for her ride back to the U. S., where she will share scientific honors with the famous Bikini pig and goat.

Because of the importance of the resurvey project, the Joint Chiefs of Staff enlisted the assistance of outstanding figures in the field of science. These men, scientists and technicians, are participating in the operation.





FISH NET used at Bikini is examined by scientists (left). Father watches as son tries on swimming flippers (right).





CREW MEMBERS of USS *Shenandoa*
Athens, Greece. Below: Jeanne Maher s
at NAS, Willow Grove, Pa. Upper left:
to bring President Truman back from th
left: 13ND Waves a Seattle deck o
yeomanette to eat cake, celebrate t
Rear Admiral Thomas L. Sprague, C
the awards to the winners of the







TODAY'S NAVY



visit the Parthenon (above) at
vs her daddy's I.D. card to sentry
SS *Missouri* shoves off for Brazil
an American conference. Center
a member as a World War I
fifth anniversary. Lower left:
of BuPers, (far left) presents
7 All-Navy tennis tournament.



FORMER JAP-HELD PACIFIC ISLANDS RUN BY NAVY UNDER TRUSTEESHIP

Denfeld High Commissioner

The Navy's role in world affairs took on added importance as the result of two official acts of President Truman.

The President signed legislation by which the U. S. took over a United Nations trusteeship of conquered Japanese islands in the Central Pacific. He followed this with an executive order assigning administration of the islands to the Navy, with Admiral Louis E. Denfeld, USN, CincPac and CincPacFlt, as U. S. high commissioner to the trust territory.

Admiral Denfeld will continue as CincPac and CincPacFlt while serving as high commissioner.

The trusteeship agreement covers the Marianas, Marshalls and Carolines. The executive order terminates military government in the islands and sets up interim civil administraton under the Navy, pending enactment of a permanent organic law.

Suggestions for such a law will be presented to Congress next year, the President said in a statement. He asked the State Department to prepare a permanent plan transferring administration to a civilian agency of the government "at the earliest practicable date."

Signing of he legislation marked the first time that the U. S. has become a trusteeship power. The League of Nations set up mandates for conquered territory after World War I, but this country did not become a mandate power. The trusteeship system, proposed by the U. S., was approved by the United Nations Security Council last April.

In his statement, President Truman said that it is this government's intenion to "carry out in full" the obligations toward the island natives and toward the United Nations as called for in the agreement between he U. S. and the Security Council.

While the Navy is given interim control of the islands, the executive order provides that the authority granted the U. S. to close any areas for security reasons shall be exercised jointly by SecNav and the Secretary of State.

In Idyllic Italy

World travelers, the officers and men of USS *Huntington* (CL 107) have enjoyed a week's respite in idyllic Rapallo on the Italian Riviera.

Arriving at an opportune date, the *Huntington* took part in the annual religious celebration "Festa N.S. de Montallegro" (Our Lady of Montallegro), which took place 1-3 July.

The scenic Rapallo, which is surrounded by beautiful mountain terrain, opened its doors to the American sailors. Aside from entertainment ashore, the sailors enjoyed swimming, golf and tennis.

The destroyer *Hyman* also paid a short visit to the Italian Riviera. Arriving shortly after the *Huntington*, the *Hyman* anchored in the harbor of Santa Margherita, a small city adjacent to Rapallo.

LAST OCTOBER



Truculent Turtle (P2V) broke all records to fly 11,236 miles in 55 hrs. 15 min. Navy and MarCorps personnel permitted to wear civilian clothes off duty ashore. Public demonstration of the Bat, first U.S. fully-automatic guided missile.

OCTOBER 1947

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



BANNER marking the 1,000th safe landing on "baby carrier" is proudly exhibited by Marine 1st Lt. John W. Sullivan who piloted Corsair that did the trick.

Directs Blood Program

Vice Admiral Ross T. McIntire, MC, USN (Ret), has been named director of the new National Blood Program of the American Red Cross.

Based upon the lessons learned in World War II, the Red Cross blood program contemplates collecting an estimated 3,700,000 free blood donations annually.

In this way the program will be enabled to fulfill its purpose to furnish blood, blood plasma and all of its derivatives to all the people of this country irrespective of race, creed, color or financial ability to pay. The only charge made to any patient will be a reasonable one by the physician or hospital for professional services in administering the material. The Red Cross will make no charge.

Following 30 years of active service, Vice Admiral McIntire was retired last April as Surgeon General of the U. S. Navy, a post he had held since 1938. He was White House physician to President Franklin D. Roosevelt from 1933 to 1945.

1,200 Safe Landings

USS *Palau* (CVE 122) believes she has established a record for safety for aircraft landing on CVEs. *Palau*'s pilots have set down more than 1,200 successive times with no accident except two minor barrier crashes.

Capt. Cameron Briggs, USN, *Palau*'s CO, attributed the excellent record to the alertness of all hands aboard and the close cooperation of the Navy and Marine Corps in flight operations.

The 1,000th landing aboard the *Palau*, made by 1st Lt. John W. Sullivan, USMC, of VMF 461, was celebrated in traditional fashion with a huge cake presented to the pilot.

The *Palau* is flagship of Rear Admiral R. F. Whitehead, USN, ComCarDiv 14. During a three weeks' operational and training cruise at Guantanamo Bay, the ship's crew was commended for efficiency in carrying out their duties under simulated emergency conditions.



SAFE and sound landing is made on USS *Palau* (CVE 122) by Corsair piloted by marine during recent operations.

'Keep Your Courage High'

A letter was addressed to all submariners by Vice Admiral Charles A. Lockwood Jr., USN, on the occasion of the famed submarine officer's release from active duty to await retirement. The letter read, in part:

"I find, in turning in my suit, that pulling up the roots put down in thirty-nine years of one's lifetime—most of it spent with submarines—is no simple matter. It definitely is one which cannot be done without a wrench at the heartstrings.

"I have always known you for a fine lot of stout-hearted officers and men, but certainly you surpassed my greatest expectations in World War II. Our Navy and Country now know what excellent weapons and tough-hulled submarines combined with the skill, resourcefulness and daring of their crews can do toward winning a war.

"Keep your weapons and your training at perfection level; keep your courage high and keep your faith in this, our Navy, and in our Nation. . ."

On the occasion of Vice Admiral Lockwood's release, James Forrestal as SecNav addressed this letter to him:

"It is with sincere regret that I learn of your retirement to inactive duty in the near future.

"We are all very proud of the record of our submarines during the past war, a record for which your untiring efforts and superior leadership are largely responsible. This fact, coupled with the knowledge that you have the respect and affection of each officer and man who served with you, will always be a source of great personal pride I am sure.

"I would like to express my appreciation for your loyal cooperation, and that of the Navy for your long illustrious record of service to your country, in the traditional—'Well done.'"

Ingenuity Pays off

The ingenuity of eight Navy civilian employees has saved the Navy more than a million dollars. To these men the Navy Department Beneficial Suggestion Board awarded cash awards ranging from $150 to $1,250.

Among the suggestions put to use was a change in the testing procedure of certain types of spark plugs which resulted in using a large number of spark plugs that otherwise would have been rejected.

One civilian employee designed a reefing machine, consisting of a plow-type carriage mounted on two wheels and supporting a pneumatic chipping gun, to remove pitch from the seams in decks.

New Research Plant

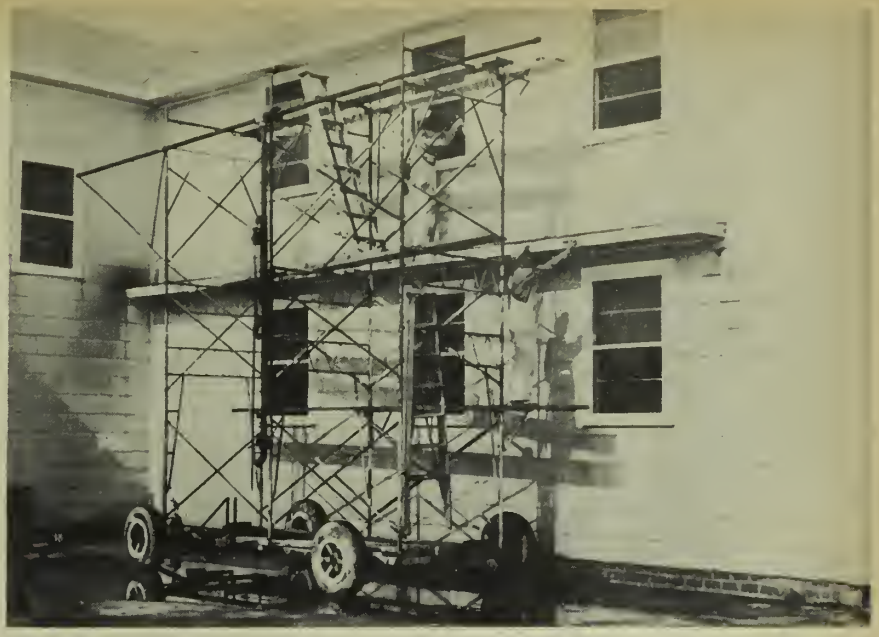
The development of naval gun and rocket propellants has received another booster shot.

The Navy Department has authorized the expenditure of about $300,000 toward the construction and development of a pilot plant for such work at the Naval Powder Factory in Indian Head, Md.

BuOrd Chief, Vice Admiral G. F. Hussey, said that the construction of the plant does not mean that "large scale production" is planned. The objective of the new research plant will be to find new and experimental types of propellants with the possibility of future developments.

The Navy's Indian Head plant was first established in 1892 as an ordnance proving ground. Later, in 1900, on the same site, the Naval Powder Factory was founded.

During the war a $125,000 structure was added to help alleviate the Fleet's pressing demands for smokeless powder. Because of large stocks of smokeless powder still on hand, and its reduced need by the Fleet, the manufacture of smokeless powder has been curtailed for the time being.



INGENUITY, scrapped material, time and effort developed this mobile scaffold, costing only $100. First model worked so well that seven more were constructed.

Scrap Scaffolds Save Money

Mobile scaffolds built of scrap materials and costing only $100 each have enabled the Naval Air Technical Training Center, Memphis, Tenn., to save about $30,000 in one year.

The scaffolds were built of material from scrapped planes and other sources. They consist of a metal framework with cross boards and braces to hold them against the buildings. They roll on four scrapped wheels and are steered with a tow bar.

The scaffolds have been used for painting buildings and have been adapted for fighting fires. The temporary structures at the center require frequent painting.

The first scaffold worked so well that seven more were built. Several of them were built with full length landing gear strut assemblies, to provide sufficient height to straddle shrubbery

Four scaffolds have benn equipped with an adjustable standpipe and perforated pipes to offer a protective sprinkler water curtain for fire-fighters.



GADABOUT might be name for USS *Holder* (DD 819). In commission a little over a year, vessel logged more than 30,000 miles and visited nine foreign ports.

Relating to Atomic Energy

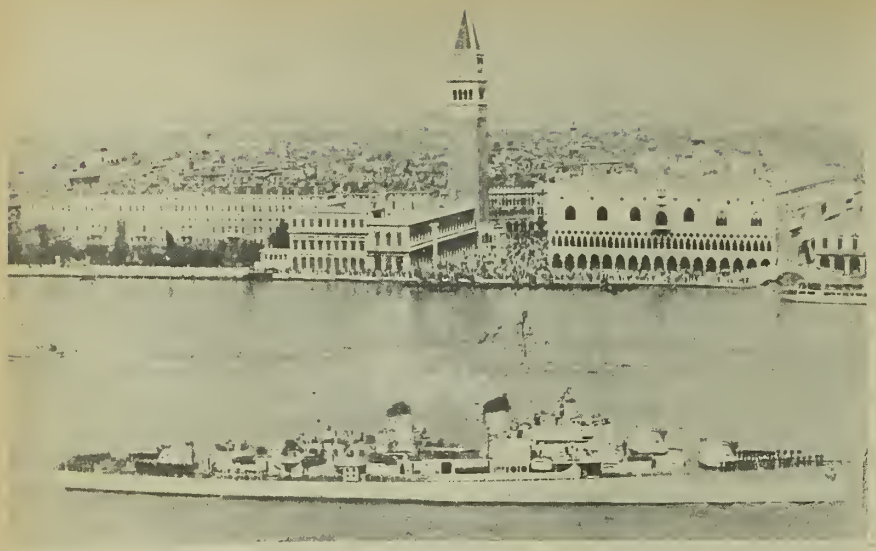
A Joint Army-Navy organization which will discharge all military service functions relating to atomic energy has been established.

This organization, called the Armed Forces Special Weapons Project, has assumed the responsibility of carrying on those military service functions of the Manhattan Project which were retained under control of the armed forces at the time the Manhattan Project was turned over to the Atomic Energy Commission.

Included in the program of the Armed Forces Special Weapons Project is the training of special personnel and development of atomic weapons of all types. Coordinated with established agencies, the armed forces will join in the developing of radiological safety measures.

Principal workshop of the AFSWP will be at Sandia Base, Albuquerque, N. M. A close liaison with the Atomic Energy Commission will be maintained through the Military Liaison Committee.

The project is commanded by Maj. Gen. Leslie R. Groves. Gen. Groves' deputy is Rear Admiral William S. Parsons, Navy Director of Atomic Defense, for the Navy Department. Both Gen. Groves and Admiral Parsons are members of the Military Liaison Committee to the Atomic Energy Commission, Admiral Parsons having been a member since its inception in November 1946.



SEEING a good part of the Old World, is USS *Gainard* (DD 706), shown passing the Palace of the Doges, Venice, Italy. She also visited Crete, Egypt and Syria.

Second Joint Operation

Supported by air and sea attacks, Midshipment and West Point Cadets stormed ashore from landing craft to capture strategic "enemy-held" positions in the Chesapeake Capes area last month. But it was only in practice—part of a joint training program.

Object of the amphibious exercises was to indoctrinate future Army and Navy officers in the principles of combat landings on enemy-held coasts, which would involve combinations of Army, Navy and Marine forces. Middies and Cadets were put through their paces in simulated landing operations. A total of 68 Navy combatant ships, exclusive of small landing craft, participated in the extensive training program.

These amphibious exercises, labeled "Operation Camid II," were the second of such annual joint Army-Navy training program to be conducted in the Chesapeake Capes area. Approximately 780 Midshipmen and 600 Cadets participated.

World Traveler

During the late war, destroyers went everywhere—did everything. Today, in a semi-peaceful world, the same destroyers are still going everywhere—doing everything.

One such destroyer is USS *Gainard* (DD 706).

Commissioned in 1944, the *Gainard's* sightseeing tours of the world were limited to ducking and shooting down ancestral-worshiping Japs while on radar picket duty around Okinawa. For this feat and fighter direction exploits, the *Gainard* received the Navy Unit Commendation.

The peacetime itinerary of the *Gainard* looks like a cruise mapped out for a Cook's tour. After completing a gunnery workout in Cuban waters, she headed for the picturesque port, R. I.

Mediterranean via fashionable New-

The ports which the *Gainard* hit in the Mediterranean read like hotel stickers covering a world traveler's baggage: Naples, Italy; Pola and Trieste in the northern Adriatic; the famous and historical city of Venice, Italy; Suda Bay, Crete; Latakia, Syria; and Alexandria, Egypt.

The Human Element

Distinguished psychologists and sociologists, and top naval and military officers, have formed a Committee on Human Resources under the Joint Research and Development Board.

Dr. Vannevar Bush, chairman of the board, commented that the new committee is an experiment with strong possibilities for success. He said it is a recognition at the top level of the importance of the human element in national security.

The committee will concern itself with problems of psychology and psycho-physiology. It will study humans in relation to material and equipment; methods of determining qualifications of persons and of selecting personnel and putting them to good use; the psychology of resistance against attack, and the problems involved in handling large numbers of military personnel.

U. S. Ships Welcomed

Warm messages of welcome were extended to U. S. ships which visited Suda Bay, Crete, under command of Vice Admiral Bernard H. Bieri, USN, Commander Naval Forces, Mediterranean. Some of the messages follow:

To the Admiral of the American Fleet in Suda Bay.

The people of the community of Gavalohorion extend their greetings to the gallant American Navy in Cretan waters.

President of the Community,
Paputsdkis

To the Admiral of the American Fleet in Suda.

With great joy the people of Heraclion extend their deepest and heartiest greetings to the glorious navy of the great democracy, our friend and ally.

Governor of Heraclion,
Nathenas

To B. H. Bieri, Vice Admiral, USN, Commander U. S. Naval Forces, Mediterranean, Suda, Crete.

The society Ellamdra, which counts over one hundred thousand members, American citizens and Greeks, admirers of U. S. A. and organized for the purpose of fostering the development and consolidation of American-Greek friendship; having taken knowledge of your arrival at our country, extends to you its heartiest welcome.

John Panagoulopoulos,
Supreme President, Hellenic
American activity, Ellamdra

To the Commander of the American Fleet in Suda.

The Greek-American Society of Lasithiou County with great joy extend their heartiest greetings to the gallant Admiral and men of our glorious friend and ally, the Great Democracy.

President,
Michael Kozeres

To the Honorable American Admiral of the American Fleet in Suda.

In the name of the citizens of Komopoleos Vamou, we greet the gallant American Navy in Cretan waters.

President of the Community Vamou,
Kastanias

Flag Orders

Flag rank orders last month were as follows:

Rear Admiral William R. Munroe, USN, who has been under treatment at the Naval Hospital, Bethesda, is awaiting retirement.

Rear Admiral Freeland A. Daubin, USN, has been ordered to ComWesSeaFron for duty. In a previous issue it was reported that Vice Admiral Al-

fred E. Montgomery, USN, had been ordered to relieve Rear Admiral Daubin as Com 17 with additional duty as ComAlasSeaFron and ComNorPac.

Rear Admiral Willard A. Kitts, 3d, USN, has been ordered to duty as Commander Training Command, Pacific Fleet, from duty as ComCruDiv 3. Rear Admiral Ernest E. Hermann, USN, has been ordered to duty as ComCruDiv 3 from duty in the office of CNO.

Rear Admiral Bertram J. Rodgers, USN, ComPhibGroup 1, has been assigned additional duty as ComTransRon 1.

Rear Admiral John J. Ballentine, USN, has reported for duty as ComCarDiv 1.

Rear Admiral Ernest H. Von Heimburg, USN, has been ordered to duty under ComPhibLant, from duty as ComCruDiv 8. Rear Admiral Eliot H. Bryant, USN, has been ordered to duty as ComCruDiv 8, from duty as ComCruDiv 2.

Rear Admiral John R. Redman, USN, Deputy Commander Western Sea Frontier, has been assigned additional duty as Deputy Commander Pacific Reserve Fleet, relieving Rear Admiral Peter K. Fischler, USN, whose duty as Commander Training Command, Amphibious Forces, Pacific, were reported in a previous issue.

Rear Admiral John A. Snackenberg, USN, who was Naval Attache and Naval Attache for Air, Greece, has been assigned duty as Chief of the Naval Group, U. S. Mission to Greece.

Rear Admiral Apollo Soucek, USN, has reported for duty as Commander Naval Air Test Center, Patuxent River, Md.

Rear Admiral Charles R. Brown, USN, who has been on duty at the Army Air Force College, Maxwell Field, has been ordered to the Naval War College, Newport, R. I.

Rear Admiral James D. Boyle, SC, USN (Ret) has been ordered to duty in the Material Division, Office of AstSecNav.

Commodore C. T. Dickeman, CEC, USN, has been ordered detached from duty and to be retired 1 October.

Commodore Thomas A. Durham, SC, USN, has been ordered detached from duty and to await retirement.

Named GW Physician

George Washington University, Washington, D. C., has appointed Rear Admiral Luther Sheldon, Jr., MC., USN, (Ret.), as University physician. Rear Admiral Sheldon was appointed Commanding Assistant Surgeon in 1911. From 1944 to his retirement in 1946 he was District Medical Officer for Com 5.



BETTER FLIERS at less cost will result from Navy's use of SNJ 'Texan' (right) for early flight training stages. Old-type trainer (left) was called 'Yellow Peril.'

MONOPLANE REPLACES 'YELLOW PERIL'

In the future, Navy planes will be flown by better trained pilots.

It is all because future naval pilots will receive their initial flight training in a modern low-wing monoplane. No longer will student pilots start their flying course in the "Yellow Perils," light biplanes. Instead they will begin with the SNJ "Texan," a training plane heretofore used as an intermediate or advanced trainer.

The use of the SNJ monoplane as a basic trainer was inaugurated last March at the Naval Air Training Bases, Corpus Christi, Tex., as an experimental primary flight syllabus with a class of 100 student aviators. This experiment proved to be highly successful, to the satisfaction of both student and teachers.

Flight training in light biplanes has been cast aside because of many disadvantages the students encounter in learning to fly them. Light biplanes have been so designated as to allow for the abundance of errors student pilots make. However, this causes numerous bad habits to be formed which must be unlearned before the beginner is capable of handling larger planes safely.

When using the SNJ "Texan" monoplane, the student will learn how to use controls and equipment that are also installed in combat aircrafts. Weighing approximately 6,000 pounds when loaded, the SNJ "Texan" is double the weight of the biplane. Similar to combat planes, the SNJ "Texan" has retractable landing gear, flaps, controllable pitch propeller and radio equipment and is fully equipped for instrument flight.

Use of the SNJ "Texan" also has other advantages. Under the Navy's flight training program, much of the first 80 to 90 hours in the air is devoted to flying under simulated emergency conditions. During this period of flight, the student pilots' reactions to emergency situations become instinctive and spontaneous. These reactions are normal and safe in a biplane, but become extremely dangerous when applied in emergency conditions in heavier planes.

The false security which results from training in the light biplanes is avoided when flying in the SNJ "Texan." In learning from the beginning how to overcome emergency difficulties arising when flying the SNJ "Texan," the student pilots are better qualified to tackle modern operational aircraft.

Although use of the SNJ monoplane necessitates extended basic flight training, an early indoctrination in emergency flight conditions will give the Navy a better aviator in a shorter over-all length of time, and at less cost.

THE BULLETIN BOARD

Specific Ratings Listed In Which Naval Personnel May Enlist or Re-enlist

Lists of specific ratings in which certain naval personnel may enlist or re-enlist in the regular Navy were published to the recruiting service in Recruiting Service Orders 15 and 16-47, amending orders 11 and 12-47.

The directives list ratings in which eligible USNR and USN-I personnel may be enlisted or re-enlisted in the regular Navy under continuous service (within three months after discharge), and in which eligible USN, USNR and USN-I personnel may be enlisted or re-enlisted in the regular Navy under broken service (more than three months after discharge). Those with broken service must have been discharged on or after 15 Aug 1945.

The enlistments or reenlistments must be contracted on or before 31 Oct 1947.

Eligible USN personnel may, of course, continue to re-enlist in the regular Navy under continuous service in the same rating in which discharged, and so are not concerned with these provisions.

The ratings in which eligible personnel covered in paragraph 2, above, may enlist or re-enlist in the regular Navy (on or before 31 Oct 1947) are as follows:

• FC, RM, MM, MOMM, AEM, AMMI, RDM, SF, MMS, EM, ARM, AMM, Y, SK, SKD, SKV, PHOM, AMMC, AMMF, AMMP, AERM. Personnel may be enlisted or re-enlisted in these ratings as follows: those discharged in pay grades 1, 1A or 2 may enlist or re-enlist in pay grade 3; those discharged in pay grades 3 or 4 may enlist or re-enlist in pay grade 4.

• MUS, AMMH, PR, AM. Personnel enlisting or re-enlisting in these ratings will be enlisted or reenlisted in pay grade 4.

• Radio technicians and electronic technician's mates may enlist or re-enlist as ETMs in the pay grade in which discharged.

Persons not eligible to enlist or re-enlist in the above ratings, persons who had no active naval service in World War II, and persons whose last discharge occurred prior to 15 Aug 1945—who are otherwise eligible for enlistment or re-enlistment—may enlist or re-enlist in no higher than pay grade 5, regardless of pay grade in which discharged. Those discharged in pay grades 6 or 7 may enlist in the pay grade in which discharged.

Details are available at recruiting stations and substations. Personnel on duty there will be pleased to explain them to interested persons.



He fills in the space with washable ink.

Jewish High Holy Days Listed for All Commands

Commands were advised by BuPers Circ. Ltr. 123-47 (NDB, 15 July) that the Jewish High Holy Days of Rosh Hashanah (New Year) begin at sunset 14 September and continue until sunset 16 Sept 1947, and of Yom Kippur (Day of Atonement) at sunset 23 September until sunset 24 Sept 1947.

Leave should be granted, if practicable, to men of Jewish faith during these periods.

Gun Assignment Revised For MarCorps Personnel

Modification of the weapon assignment of marine personnel has been announced. Almar 71-47 declared field officers and above will be armed with the pistol; company officers and the first three pay grades will carry the carbine, and rifles are assigned to the last four pay grades.

Weapon allowances in post and station organization tables have been modified.

Eligible Service Personnel May Vote in N. Y. State Elections by Absentee Ballot

Servicemen and women of New York State may vote, if eligible, by absentee ballot in the coming New York State elections.

The New York Division for Servicemen's Voting announced that applications for absentee ballots may be in the form of post cards prepared by it, or by the Federal government, or that application may be written out by the serviceman and will be accepted provided he states his name, home residence address by street and number, city, town and county, and the military address. The serviceman must, of course, be qualified as to age and residence to vote in New York State.

The application may be sent to the Division for Servicemen's Voting, Secretary of the State of New York, Albany 1, N. Y., or to the board of elections of the serviceman's home county of residence. Post card applications may be obtained from command voting officers.

Applications must be mailed to reach New York not later than 15 Oct 1947.

War ballots will be forwarded to servicemen by local boards of elections beginning 20 September. The ballots, in order to be counted, must be received by the Division for Servicemen's Voting not later than noon, 3 Nov 1947.

An oath form will be received by the serviceman with his ballot. This oath must be executed and witnessed by any commissioned officer or noncommissioned officer not below the rank of sergeant or petty officer third class.

When filled out, the ballot may be returned in the envelope provided with it, which requires no postage.

While there are no federal or state officers to be voted on in the 1947 New York election, there are a number of important offices to be filled, including supreme court justices. Two amendments of interest to servicemen are on the ballot. One provides for payment of New York State veterans' bonus and the other relates to absentee voting privileges.

Applications should *not* be mailed to the Navy Department or to BuPers.

Rules Changed on Shipment Of Household Effects Upon Release From Active Duty

A Comptroller General's decision has made a change in the provisions governing shipment of household effects upon termination of active duty.

The decision makes it no longer permissible to have household effects shipped *from* home of record at time of release from active duty. Previously this was possible, provided that this expense was not greater than the cost required for shipping the effects from the last permanent duty station to the home of record.

As a result of the decision, household effects may now be shipped, at time of release from active duty, from any point to any point (except that they may not be shipped *from* home of record), with the provision that expense to the government will not exceed the cost which would be required for shipment from last permanent duty station to home of record.

BuSandA announced receipt of the decision, dated 13 June 1947, in Alstacon 231436 of June, stating that BuSandA Circ. Ltr. 20-4/L19 (ST) of 7 May 1947 was cancelled. Para. 29030, BuSandA Manual, is being modified.

Birthday, Anniversary Greetings Broadcast To Relatives of Fleet, Overseas Personnel

Birthday greeting and anniversary felicitations broadcast over the radio to dads, mothers, wives or husbands living in certain areas, are now available to naval personnel serving in the Fleet or at overseas activities, thanks to a unique service arranged by the Pittsburgh Navy Recruiting Station.

Each week a 15-minute program, consisting solely of greetings to relatives of naval personnel, and the playing of their favorite songs, is broadcast to listeners in the following areas:

In Pennsylvania, the counties of Allegheny, Armstrong, Beaver, Bedford, Blair, Butler, Cambria, Cameron, Centre, Clarion, Clearfield, Fayette, Forest Elk, Fulton, Greene, Huntingdon, Indiana, Jefferson, Lawrence, Mercer, Mifflin, Somerset, Venango and Westmoreland.

In Ohio, the counties of Belmont, Carroll, Columbiana, Harrison, Jefferson, Mahoning, Monroe, Stark and Trumbull.

In West Virginia, the counties of Brooke, Hancock, Marshall, Monangalia, Ohio, Preston and Wetzel.

To insure the accurate broadcasting of such greetings, personnel are requested to forward to the OinC, U. S. Navy Recruiting Station, Old Federal Building, 300 Smithfield St., Pittsburgh, Pa., the full name and address, including definite relationship, of any of the four relatives mentioned above to whom they desire to extend greetings over the radio station covering the area in which the relative lives. Included in the information should be the name of the relative's favorite song, and any special greeting the sender desires to have broadcast. All requests for broadcasts must be received at the Recruiting Station 30 days in advance.

You don't have to worry about a relative not listening to his radio. Prior to the broadcast, the Recruiting Station will write to each person requesting that person to listen to the station making the broadcast at the proper time and date.

In exchange for this service, the Pittsburgh Recruiting Station will appreciate it if each Navy man from the Pittsburgh area brings in a recruit the next time he is home on leave.

Electronics Training Applications Sought

Applications for training in electronics at the Naval School, Warrant Officers Electronics Engineering, NTC, Great Lakes, Ill., were called for in Navact 14-47 (NDB, 30 June). The Navact cancelled an earlier directive on the subject, Navact 4-47 (NDB, 15 February), but applications submitted under the earlier directive still will be considered insofar as they meet the changed requirements.

The new directive called for applications from non-aviation line officers of the rank of ensign and lieutenant (jg); USN temporary officers, except warrants, regardless of rank who have applied for and been accepted for permanent commission; and any chief radio electrician or radio electrician holding either temporary or permanent commission, provided he has not attended the school within the previous five years.

BuPers said applications are particularly desired from USN officers acquired under the terms of the transfer program (BuPers Circ. Ltr. 288-45) and who have electronics or communications background, or who desire to enter the electronics field.

Applicants must agree to serve three years in the Navy after completion of the course. Application must be forwarded via official channels to reach BuPers (Attn: Pers 4223) at least 60 days before the class convenes.

Classes will convene 1 Jan 1948 and each six months thereafter.

COs' endorsements must indicate availability of applicant, and his suitability for electronics duties.

Release of Reservists Conforms With VA Ruling

Modified procedure for release from active duty of persons ordered to training duty from an inactive duty status, was announced in BuPers Circ. Ltr. 103-47 (NDB, 15 June).

The modification was issued because of a Veterans Administration ruling that, "Fifteen-day training duty periods for the purpose of entitlement to increased educational benefits under the Servicemen's Readjustment Act of 1944, as amended, nor may such training duty periods be counted toward establishment of the qualifying period [90 days' active duty] for such benefits under the act. A different conclusion would be required if the call to duty were for an indefinite period and the veteran served 30 days or more. . ."

BuPers Circ. Ltr. 301-46 (NDB, 31 Dec 1946) had included procedures for issue of addenda to the Notice of Separation, when persons were separated after training duty periods. The addenda show additional periods of active duty subsequent to the original Notice of Separation. The intent is to provide persons concerned with an affidavit upon which to base claims for additional entitlement to benefits under the GI Bill.

Because of the VA ruling, Circ. Ltr. 301-46 was modified by Circ. Ltr. 103-47.

Accordingly, under the new procedure, persons ordered to training duty for a period of less than 30 days and who serve on training duty, including travel time to and from such duty, less than 30 days, will be processed for release from training duty in accordance with BuPers Manual, Part H —(revised 1947), and no addenda will be issued.

Persons ordered to training duty for a period of 30 days or more, or who serve on training duty, including travel time, 30 days or more, *may* be entitled to additional benefits under the GI Bill, and will be processed in accordance with Circ. Ltr. 301-46. They will be issued addenda to the Notice of Separation stating their additional periods of active duty.

'YOU CAN WEAR YOUR UNIFORM WITH PRIDE'

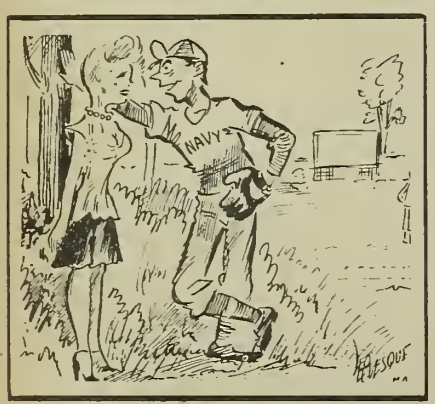
In a message to the men of the Atlantic Fleet, Admiral W. H. P. Blandy, USN, Commander in Chief, Atlantic Fleet, gave a convincing answer to the question why we must have a strong Navy. Because of its timely interest, ALL HANDS is publishing the following excerpts from Admiral Blandy's message:

"World War II is over, except for the peace negotiations. But this is not yet a peaceful world. It is still a world in which aggressor nations can and do impose their wills upon nearby weaker neighbors. . . .

"The way to block such aggression is for peace-loving and non-aggressive nations like ours to help the weaker nations to resist, primarily by giving them financial aid, but backing it up by the possession of a strong fighting force, which is the argument aggressors understand best. This is clearly the course being followed now by the United States. And the fighting force must be able to act in any part of the world, not just at home. That's where the Navy comes in.

"You probably have heard of an American admiral named Mahan. What he wrote 50 years ago is still true today, though our weapons have greatly changed: the primary mission of the Navy is to control the sea—to gain its use for ourselves, and deny its use to the enemy. The need for using the sea for transportation is clear. Both in peace and in war, thousands of times as many men and tons of material move overseas by water as by air. To guarantee the use of this great highway for the great volume of our own traffic, and to keep the enemy off it, is the Navy's job. . . .

"The Navy sometimes has other jobs, such as striking land targets either on the enemy coast or at considerable distances inland with our carrier air forces, or using everything we have in amphibious operations to put a landing force of Army or Marines ashore and help them in the initial fighting there. But the main mission of the Navy, no matter what we use to do the job—airplanes, subs, surface ships, Marines—is still what it always has been: control of the sea.



"See, the outfield isn't so bad!"

"To control the sea these days does not mean just fighting other navies. It is true that there are no large navies left in the world except England's and ours, and we certainly have no thought of fighting England. But let's look at Okinawa. There we suffered our greatest naval losses of any campaign in our history, even though we won. Hundreds of our ships were sunk or damaged—10,000 Navy men were killed or wounded—and not one of these losses was caused by a Jap naval ship. Most of them were inflicted by land-based kamikaze planes, some of them naval, but none operating from carriers at the time. Other casualties were caused by mines, and by shore batteries; and a very few by suicide attack boats, manned by the Jap Army.

"If we hadn't stayed in there and taken those casualities, the transports supplying the Army and Marines would have been sunk, and the fight ashore lost.

"Although we fervently hope not, some day we may have to repeat that Okinawa fight, somewhere else. So don't let anybody tell you there must be an opposing fleet, especially a surface fleet, to justify a strong Navy. Land-based air power and that deadly menace, the submarine, could keep us busy enough."

Increased range of land-based bombers, guided missiles and atomic age, have been interpreted by some people as making navies obsolete. Admiral Blandy said:

"As for strategic bombers, long range guided missiles, and atomic bombs, (unless the latter are successfully outlawed) each of these already has or will have its place in warfare, but they will not eliminate armies or navies. In the first place, ships and troops are less vulnerable to atomic bombs than cities, due to their ability to spread out. And even considering atomic attack on cities, mere bombardment, whether in older wars by artillery or in World War II by explosive and incendiary bombs, has never alone brought an enemy to his knees. Usually there must be other factors also working to cause his surrender: for instance, the destruction of his merchant marine, by which he gets his essential raw materials for war industries, and fuel for his airplanes; and practically always, either an actual invasion, as in Germany in World War II, or the certainty that one was coming, as in Japan. These factors require sea and ground forces. . . .

"There is also the business of keeping our overseas allies supplied with the food, industrial materials and equipment they need, both to fight and to live; and the matter of bringing in things we need, such as certain metals, and coffee and sugar. . . .

"All the above activities call for using the sea for transportation. The sea will continue to be a much used highway for a long time yet. So, in spite of the new "push button" weapons, (many of which will be used by the Navy, too), and the increasing use of airborne weapons and fighting men, sea power, including as its primary striking force, sea-air power, will continue to be an essential part of our armed forces, for as long as you are concerned with the matter, and far into the distant future.

"You can be sure that the lineup of ships and aircraft in the Fleet is the result of deep thought by the best brains in the Navy Department, and is in agreement with plans made by the Joint Chiefs of Staff and approved by the President, within the limit of appropriations made by the Congress. There is not an unnecessary type of ship or aircraft in the Fleet. All are important. Thereafter you can consider yourself, no matter what force you are in, or what your assigned duties may be, as an important member of this Fleet.

"Knowing your Navy's importance to the national defense and world peace, and your own importance to the Navy, you can wear your uniform with pride. That pride should be increased by the knowledge that thousands of fine men before you have been proud to wear it, from the days of John Paul Jones and Stephen Decatur to those of Bill Halsey and Pete Mitscher; and some of the finest have died in it. I hope that won't happen to you. It is not likely to happen, if our country keeps a big enough Navy, and if you keep it efficient."

Deadline Set for Awarding Presidential Testimonial For Honorable War Service

The Presidential Testimonial will not be issued for service on and after 1 Jan 1947, according to a decision of the Joint Army-Navy Personnel Board announced in BuPers Circ. Ltr. 115-47 (NDB, 30 June). Service to quality for the testimonial must have been honorable and must have occurred between 16 Sept. 1940 and 31 Dec 1946, inclusive.

The testimonial will continue to be awarded to those persons who have not received it, under the following provisions:

Ships and stations were directed to issue the testimonial to persons currently on active duty and who qualify as to service requirements. COs may procure a supply of the testimonials from district publication and printing offices.

Persons who have been separated, and who have not received a testimonial, may apply to the COs of certain activities and present, either in person or by mail, a notice of separation or certificate of satisfactory service (Army personnel may submit a certificate of service or certificate of discharge).

Army—Forts, headquarters, general hospitals, separation centers and points, airfields, air bases, ports of embarkation, recruiting offices.

Navy—Separation activities, district headquarters and river commands, recruiting offices, air stations.

Marine Corps—Headquarters, Marine Corps Reserve districts; all commanding officers and recruiting stations.

Coast Guard—Offices of the commanders, Coast Guard districts.

MarCorps Seeks Applicants For Auto Mechanic Course

Applications for training in the automotive mechanics course at the Motor Transport School, Camp LeJeune, N. C., are being accepted from qualified Marine Corps personnel, it was announced by Almar 61-47.

Personnel who meet qualifications for assignment to the course, outlined in Letter of Instructions 1387, are urged to apply immediately, as trained motor maintenance men are needed.

The directive stated that upon graduation applicants will be returned to their respecive commands, if requested by their COs. Exception to this will be those who are presently serving overseas and who would ordinarily be due for rotation.

POSTGRADUATE TRAINING COURSES LISTED

BuPers has called for applications from officers for postgraduate training in a variety of courses expected to convene in 1948. BuPers Circ. Ltr. 107-47 (NDB, 15 June) lists courses planned and states details as to curriculum and eligibility, and deadline for applications.

Signed agreements not to resign during the courses, and to serve three years after completion of the studies, is required. Boards will select students for the courses on the basis of previous school record, service record and endorsements. No other letters of recommendation are desired.

The list of courses, applications for most of which are due during the next several months, include the following (all courses to be taught at the Postgraduate School at the Naval Academy, except as indicated; see the circular letter for details):

• Aerological Engineering—2 years, outstanding students may be given a third year in meteorological development and exploitation at a civilian institution.

• Applied Aerology—1 year.

• Aeronautical Engineering — 3 years, for aviators; third year at M.I.T., CalTech, R.P.I., U. of Michigan or Purdue.

• Aeronautical Engineering (Armament)—3 years, for aviators; third year at a civilian university.

• Civil Engineering—2 years, at R.P.I.

• Applied Communications—1 year.

• Electronics Engineering—3 years; sonar group third year at U.C.L.A., winter term third year at a commercial laboratory.

• Law—3 years at George Washington U., Georgetown and Catholic University.

• Naval Administration—5 months at Stanford.

• Naval Construction and Engineering—3 years, at M.I.T.

• Naval Engineering — 3 years; small groups will be selected during first year to study engineering curriculum in petroleum, metallurgy, chemistry, gas turbines and jet propulsion, nuclear power and fire fighting and fire protection at civilian institutions.

• Applied Naval Enginering—1½ years.

• Naval Intelligence—1-2 years, at Intelligence School, Anacostia, D. C.; study of intelligence and a foreign language and area.

• Ordnance Engineering—3 years; grouped into specialties during first year, thence to various universities.

• Ordnance Engineering (Aviation)—3 years, for aviators; second and third years at a civilian university.

• Personnel Administration and Training—15 months, at Stanford, Northwestern and Ohio State.

• Radiological Safety Engineering—undetermined length; details of course not yet established.

• Textile Engineering—2 years; at Lowell Textile Institute, Lowell, Mass. (for supply officers).

• Business Administration—2 years at Harvard and Stanford (supply and AEDO officers).

• Advanced Management — 13 weeks, at Harvard (senior EDO officers).

• Management and Industrial Engineering—1 years, at R.P.I.

• Advanced Science—3 years; a small group will be chosen during first year from aeronautical, electronics, naval and ordnance engineering groups for further specialization in scientific fields at civilian universities.

• Chaplains—1 year, at various seminaries.

Parcels from Overseas No Longer Custom Free

Gift parcels sent home by military personnel overseas are no longer exempt from custom duty. Alnav 167-47 (NDB, 31 July) announced that Navy personnel serving outside the continental U. S. (except Alaska, Hawaii, and Puerto Rico), who wish to send home heretofore custom free gifts, must comply with governing postal laws.

Parcel post shipments not exceeding $100 must be accompanied by a custom declaration giving an accurate description and value of the contents. Shipments exceeding $100 must be accompanied by consular certification or invoice as specified by U. S. Postal Laws and Regulations, 1940.

Effective immediately these provisions are applicable to ships and stations located outside the continental U. S.

List Includes Cancelled Letters, Alnavs, Navacts

Ship and station administrative and personnel offices may note BuPers Circ. Ltr. 134-47 (NDB, 31 July). The letter lists cancelled BuPers numbered and unnumbered circular letters, and cancelled Alnavs and Navacts originated by BuPers.

Reenlistment Includes Chance to Pick Next Duty Station

Here's a new circular letter that explains itself. BuPers Circ. Ltr. 141-47 (NDB, 31 July) is of prime interest to men whose enlistments are about to expire. It reads as follows:

"Now that the fighting war has been over for almost two years, and the Navy is more closely approaching its normal peacetime operating schedules, the Chief of Naval Personnel desires to place into effect certain measures which will give to a man, upon re-enlisting, considerably more opportunity and latitude than he now has in obtaining the type and location of duty which he desires.

"Broadly speaking it is desired:

"(a) To permit a man to re-enlist under continuous service aboard any ship in commission (or at any naval activity) which he may select.

"(b) To allow a man who re-enlists on board a ship in commission to remain in that ship for a stated minimum period before he can be considered eligible for transfer, except at his own request.

"(c) To more adequately safeguard a man who has completed a tour of duty beyond the seas from being returned involuntarily to that form of duty within certain time limits.

"In other words, the Chief of Naval Personnel believes that any man, upon re-enlisting, should have the privilege not only of expressing his preference for the ship or station where he will commence his new enlistment, but that every possible consideration should be given to granting his preference."

Here's how it works.

• *Re-enlistment at previous permanent duty station within 24 hours from date of discharge:*

If on board a ship, the man will not be transferred for six months following the date of his re-enlistment, unless he agrees to such transfer.

If at a shore station, the man will, if he desires, be retained on board for the completion of his normal tour of shore duty or for a minimum period of six months, whichever occurs earlier.

• *Re-enlistment after 24 hours and within 30 days after discharge:*

A man may re-enlist on board any ship to which he presents himself. If the ship has a vacancy in allowance for a man of his rating, he will not be eligible for transfer (unless he agrees to transfer) for a period of four months following the date of re-enlistment.

If such man desires to take his re-enlistment leave, the following procedure will govern:

In the case of a ship in U. S. coastal waters, and where the man's leave address is on the same side of the Mississippi River as his ship (or within 1,000 miles from the ship if the ship is in a Gulf port), he will be returned to the ship upon expiration of leave. If the leave address is beyond the limits specified here, he will be ordered to report to the receiving station nearest his leave address upon completion of leave, for BuPers assignment.

In the case of a ship outside U. S. coastal waters, or a ship scheduled to leave the U. S. in the near future, the commanding officer will determine whether to retain the man in his ship or require him to report, upon expiration of leave, to the receiving station nearest his leave address, for BuPers assignment. This determination will be made on the basis of needs of the ship and cost to the government in time and money if the man returns to the ship after leave. The above distance limits will not be exceeded.

If the ship has no vacancy in allowance in the man's rating, the man may be accepted for re-enlistment and one of these two courses may be followed:

If he does not desire re-enlistment leave his presence will be reported to the administrative commander, who will consider his enlistment in that ship as an indication that the man prefers duty in that type of ship. Except under exceptional circumstances, the man will be assigned duty in that type, although not necessarily aboard the specific ship on which he re-enlisted.

The man may be granted any re-enlistment leave to which he is entitled and ordered to report to the receiving station nearest his leave address, for BuPers assignment.

A man may re-enlist aboard any shore station at which he presents himself. If he does not desire re-enlistment leave, he will be retained on board and reported to BuPers for further assignment. The report to BuPers will indicate the type and location of duty desired by the man. If re-enlistment leave is desired it will be granted, with orders to report to the receiving station nearest the leave address, for BuPers assignment.

• *Re-enlistment after 30 days and within three months after discharge:*

A man may re-enlist on board any ship to which he presents himself. His presence will be reported to the



"Oh, no . . . . no—on your feet!"

HOW DID IT START?

Salutes

The knights of old raised their visors when meeting o member of the some order or of onother friendly order. This oct of chivolry ond respect is believed to be the bosis for the hond solute os it is procticed by militory men throughout the world todoy.

Even in the eorliest doys of organized units, the junior would uncover in meeting or oddressing his senior. In 1796, Lord St. Vincent put an order into effect thot all officers would remove their hots when receiving orders from their superiors, "ond not to touch them with an oir of negligence." As time went on the men would just touch their hots. If o man wos uncovered he would touch a lock of his hair.



The British Navy copied the hond solute from its Army; in time is was possed on to the U. S. Novy.

Members of the British and French ormies solute with the polm of the hond outwords. It is believed this practice originoted in the old doys to show thot they had nothing hidden in their hands.

Men of the militory forces are poying due respect to the uniform of a companion in orms when they solute one onother.

administrative commander. If he is reassigned, he will be given duty in another ship of the type on board which he enlisted, or duty in a ship of another type within the same fleet.

A man may re-enlist on board any shore station to which he presents himself. He may indicate type of duty desired. He will be reported to BuPers and retained aboard pending further assignment.

Those are the general provisions. They are effective only within the limits of certain special provisions, which follow:

Persons eligible for re-enlistment under this circular letter are those discharged from the regular Navy with honorable discharge, general discharge or under honorable conditions discharge, by reason of expiration of enlistment or convenience of the government.

Persons presenting discharge certificates of a type other than those referred to above may not be re-enlisted without specific authority of the Bureau in each case.

Persons eligible may be re-enlisted in USN aboard any ship or station provided re-enlistment is effected within three months from date of discharge from USN, and provided the ship or station (excluding Navy Recruiting Stations) is equipped with berthing and messing facilities required for applicants, and facilities for conducting required physical examinations are available. Ships and stations not so equipped will try to arrange transport of applicants to nearby naval facilities which are so equipped.

Men discharged after completing sufficient service for transfer to the Fleet Reserve, if otherwise eligible, shall not be re-enlisted unless they first execute a signed statement waiving their rights to apply for Fleet Reserve transfer until they complete two years of service under the re-enlistment contract.

Re-enlistment must be accomplished within three months from date of discharge from USN (continuous service). A man discharged on 7 September may re-enlist on any date up to and including 7 December, and be considered as re-enlisting within three months.

Persons re-enlisting under this circular letter, who have served 18 months outside the continental limits of the U. S. (except in Hawaii and the Canal Zone) within the past two years, are not eligible for assignment to an outlying base or to a ship on foreign station or a ship scheduled to depart within the next three months for a regular tour of duty on a foreign station (except Hawaii and the Canal Zone) for a period of six months subsequent to re-enlistment, unless they request such duty.

Navy recruiting stations will continue, of course, to effect enlistments and re-enlistments in accord with directives of the Recruiting Service.

Persons who have been separated from the regular Navy longer than three months (broken service) will be re-enlisted at regular Navy recruiting stations *only*.

Persons applying for enlistment or re-enlistment in USN after discharge from UNSR or USN-I will not be enlisted or re-enlisted in USN under authority of this letter. They will be referred to a recruiting station.

The letter concludes: "No system so broad in scope will work in every instance. The exigencies of the service, unexpected changes in operating schedules, and so on will unquestionably bring about instances where departures from the requirements of this letter must be made. These exceptions will be negligible in number if all hands do their utmost to meet, in good faith, the conditions outlined herein."

98 Pass Examinations For Advancement to 1A

Men who passed the latest examinations for advancement to pay grade 1A ratings were listed in BuPers Circ. Ltr. 126-47. Of 161 men who completed examinations, 98 passed with marks of 2.5 or better.

The letter listed 70 men who passed, and gave authority for their advancement to pay grade 1A, if advancement had not already been effected under authority of separate letter previously issued by the Bureau. Twenty-eight additional men who passed were listed separately, but were not advanced because of budgetary restrictions and lack of vacancies in overall Navy allowances in their rates.

The 28 who were not advanced may, if circumstances permit, be advanced prior to 15 Jan 1948. This list will be cancelled on that date.

19 Selected to Attend Industrial College Course

Nineteen naval officers have been selected to attend the 1947-48 course at the Industrial College of the Armed Forces, Washington, D. C. The 10 months' course begins 2 Sept 1947.

The Industrial College formerly was known as the Army Industrial College. It provides inter-service training in aspects of mobilization of the national economy, procurement planning, economic warfare and the economic war potential of foreign nations.

USN officers selected for the next session include:

• Line—Captains Malen Durski, Warren E. Gladding, Tyrrell D. Jacobs, Robert E. Jasperson and Levi J. Knight, and Commanders George K. Hudson and Charles E. Pond.

• Aviation—Captain Malcolm M. Cloukey and Commanders Barton E. Day, Jay Y. Lichtenwalner, Lee W. Mather, Sanford L. Mead and Luke H. Miller.

• Staff—Commanders Henry T. Gannon, MC; R. C. Jensen, CEC; Maxwell R. Mowry, SC; Charles F. Palmer, SC; Robert I. Phillips, DC, and Chauncey C. Williams, SC.

HEADS OR TAILS? CAN'T WIN WITH JETS

Mules are very dependable. Just stay away from the stern and you'll be o.k.

Likewise with airplanes, except it's the bow you must avoid.

That is, until recently. A Flight Safety Bulletin now warns of the dangers of the jet airplane, which, it seems, poses a security problem both fore and aft.

The high-velocity, extremely hot exhaust from the tail of a jet plane can cause serious burns or hurl a man a good distance, the Bulletin warns.

You're not safe out front, either. The intake scoops set up such a suction there is danger of being drawn against the intake and held there until someone can get around and shut the durn thing off.

The Bulletin points out that plane handlers, especially on carrier decks, must be alert to the danger areas offered by jet aircraft, and recommends

The Bulletin also warns that a jet must cool down at least a half-hour before mechanics attempt to work on the tail piece, and that no part of the plane should be worked on during or immediately after engine operation.

One more caution. Hang onto your hat around jets. Hats, eyeglasses, rags, tools, loose clothing, even false teeth, sucked into a jet engine, and . . . well, you just have to tear the whole thing down.

Officer Personnel Act Explained by BuPers Analysis

General provisions of the Officer Personnel Act of 1947 (Public Law 381, 80th Congress) were discussed in an analysis by BuPers. It was emphasized that the discussion was for the purpose of general interpretation, and was not to be construed as a legal interpretation of the act. For the complete BuPers analysis, see the Navy Department Bulletin issue of 15 August. Titles I through IV of the act regulate the permanent and temporary promotion of officers of the line and staff of the Navy and Marine Corps. It is a system of promotion by selection to fill vacancies in the line and in the Marine Corps, with fixed distribution prescribed in percentages for the various grades. Staff corps officers will be promoted on an equitable basis in step with their line running mates.

The act provides for temporary promotion of Reserve officers on active duty with the regular Navy, but its provisions do not apply to the promotion of Reserve officers assigned to active duty for training, or ordered to active duty in connection with organizing, administering, recruiting, instructing, training or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work.

Generally speaking, basic provisions of the act relating to distribution in grades, selection, promotion, retirement and discharge of line officers of the Navy are applicable, as under previous law, to officers of corresponding grades of the Marine Corps. Limited duty officers, as described for the Navy in an accompanying article, are provided for the Marine Corps under identical conditions as provided for the line of the Navy. With certain exceptions, provisions of the act relating to EDO officers of the line of the Navy are applicable to supply-duty-only officers of corresponding grades of the Marine Corps.

The Navy has been operating under temporary promotion laws since 1941. To get the new system into operation the act prescribes the following steps:

- Establish the lineal position of all line officers in the order of seniority existing on the date of the act. This will preserve the existing relative precedence of regular, Reserve and temporary officers on active duty, as of that date. For permanent appointments and future promotional purposes officers serving under "spot" appointments will be listed in the position they would occupy without spot appointment.
- Assign line running mates to all corresponding staff corps officers on active duty, and establish their lineal positions according to the seniority of their running mates.
- Apply the authorized distribution to the number of permanently commissioned line officers, exclusive of EDO, AEDO and SDO officers on active duty, to determine the authorized number of permanent commissions in each grade.

Issue permanent commissions to permanent officers on the basis of this distribution for the line, and to permanent staff officers according to the permanent appointments of their line running mates, subject to the allowed numbers prescribed for staff corps flag officers, captains of the Medical Service Corps, and commanders and lieutenant commanders of the Nurse Corps. EDO, AEDO and SDO officers will receive permanent commissions depending upon their precedence with respect to unrestricted line officers, subject to the limitation of the authorized number of rear admirals. No officer may receive a permanent or temporary commission in a grade higher than that in which serving on the date of approval of this act. Permanently commissioned Reserve officers on active duty will be eligible for a permanent commission in the Reserve in the same grade to which the permanent regular officer next junior is appointed.

- Apply the authorized distribution to the total number of unrestricted line officers on the active list, including Reserve, temporary and regular officers, to determine the total number of all such officers who may be serving in each grade under permanent or temporary appointments, and issue temporary commissions as necessary to fill the grades. Apply distribution where prescribed for staff corps, and issue temporary commissions to staff officers on the basis of line running mates, and distribution where applicable, and to EDO, AEDO and SDO officers on the basis of their lineal position.

In making the computations to determine the total number allowed in each grade under permanent and temporary commissions combined, if SecNav finds that a lesser number than the computed number will meet the needs of the service in a grade, the lesser number shall be the authorized number, and the authorized number in any lower grade may be increased accordingly. In the initial redistribution it is expected that it will be necessary to revert several hundred of the present temporary captains to the grade of commander. No reversion in other ranks is expected to be required.

NAVY STUDIES ANIMAL LIFE IN FAR NORTH

In the future, sailors on duty in the Arctic regions will be better acclimatized.

Why?

Because the Navy is studying animal life!

The studying of animal life doesn't register very nautically with most sailors, but the results of the animal research program recently inaugurated by the Navy will have its influence upon the way sailors will live in the Arctic.

Seven civilian scientists from Swarthmore College, Swarthmore, Penn., and Cornell Usiversity, Ithaca, N. Y., have gone to Barrow, Alaska, to begin the Navy's biological research program.

Their objective will be to gain knowledge of the biological acclimatization and adaptation needed by humans in the Arctic. This information they hope to discover by studying the metabolism of warm and cold-blooded animals that live within the Arctic Circle. Also to be studied will be the expenditure and economy of animal heat and the physiological basis of orientation of Arctic birds during migration.

The study will continue for a year to permit the scientists to follow their studies through the transition from summer to winter and from winter to summer, and to reveal the stresses imposed upon Arctic life by climate and profound and rapid seasonal changes.

No qualifying examinations are required for permanent or temporary appointments received under this initial redistribution.

After the above redistribution is accomplished, all promotions will be by selection, the eligibility requirements and selection board procedure being the same, whether for temporary or permanent promotion. So long as temporary promotions are permitted under the act, selection boards for permanent promotions will not be convened.

The act provides a transition period to enable the Navy to stabilize gradually its permanent commissioned strength. This period will terminate when the number of permanently commissioned officers of the line of the regular Navy equals 95 per cent of that authorized by law, but not later than 1 Jan 1957. During the transition period, Reserve and temporary officers are authorized on active duty to meet officer requirements above the actual number of regular officers on active duty, and temporary promotions, by selection, are authorized on a strictly regulated basis during this period.

For the regular officer, selection for temporary promotion and failure of selection for temporary promotion will have permanent effect. A regular officer serving in a grade under a temporary appointment will be permanently commissioned in that grade without further selection when the distribution, as applicable, applied to the number of regular officers on active duty would place him in that grade.

For example, a regular line officer whose permanent grade on the date of the act was lieutenant and whose temporary grade was commander, might, as a result of the redistribution, receive a permanent commission as a lieutenant commander and a temporary commission as commander. As soon as the distribution percentages applied to regular officers would place him in the permanent grade of commander, he would be permanently commissioned in that grade without further selection. If selected for temporary promotion, and temporarily promoted to captain, he would later be permanently commissioned as a captain when the distribution of regular officers permitted, without further selection. But if he failed of selection for temporary promotion to captain twice or more, he would be retired upon the completion of 26 years of commissioned service. Failure twice or more of selection in any lower ranks would likewise subject an officer to forced retirement, but under varying details, as provided in the act (see below).

A Reserve or temporary officer on active duty reaching a promotion point will be temporarily promoted if recommended by the selection board as qualified for continued active duty. It is not required that such officers be recommended as best fitted for promotion to the next higher grade. Reserve and temporary officers not recommended for promotion are not retired or discharged, and may be retained on active duty with their consent.

Under stabilized conditions it is expected that the rate of forced attrition at each promotion point between lieutenant (jg) and captain will be about 20 per cent. However, since most officers are now well ahead of schedule in regard to total normal commissioned service for their grades, forced attrition rates in the immediate future will be low, and terms of normal service in grade may be exceeded until normal terms of total commissioned service are approached.

Briefly, the act provides the following rules on involuntary separations and retirements.

- Lieutenants (jg) and lieutenants, except lieutenants of the Nurse Corps, failing twice of selection to the next higher grade are discharged with severance pay at the rate of two months' active duty pay for each year of commissioned service, the total not to exceed two years' pay. Under the Nurse Corps Law, lieutenants of that corps retire at age 50, regardless of failure of selection.
- Lieutenant commanders, except nurses, who have failed twice or more of selection and have completed 20 years of commissioned service will be retired with two-and-a-half per cent of base pay and longevity for each year of service creditable for pay purposes. Lieutenant commanders of the Nurse Corps retire at age 55 regardless of failure of selection.
- Commanders, except those of the

CARTOONS TEACH FOREIGN LANGUAGES

The latest method in language teaching is through the use of comic strip characters.

This can be vouched for by the midshipmen who visited Goteborg, Sweden, and Oslo, Norway, this summer.



CARTOONS were used aboard USS *Randolph* to teach midshipmen foreign languages during cruise to Europe.

Under way toward the Scandinavian countries, Captain D. Ward Harrigan, USN, commanding officer of USS *Randolph*, inaugurated a course in Swedish for the touring midshipmen with Lieutenant (junior grade) A. William Oxholm, USNR, as instructor.

What made this language course popular was the teaching method. A comic strip character called "Swabby" was originated by Lew Schwartz, SPX2, USN, of New Bedford, Mass. His first photographic slides were entitled, "Swabby Visits Sweden." The cartoons illustrated the phrases that Lieutenant Oxholm deemed important for the men to know. With the success of Swabby's Swedish visit, another cartoon strip entitled "Swabby Visits Norway" was produced.

With the aid of helicopter guard mail, the "Swabby's" language slides were made available to other ships.

Because they did not have facilities to show slides, four destroyers going to Copenhagen, Denmark, missed the adventures of "Swabby." However, taking matters into their own hands, they were aided in their language study by the use of Danish language and phrase books.

Medical Service Corps, who fail twice or more of selection and have completed 26 years' commissioned service will be retired with two-and-a-half per cent of base pay and longevity for each year of service creditable for pay purposes. Commanders of the Medical Service Corps will not be retired for failure of selection until they complete 30 years of commissioned service. Commanders of the Nurse Corps retire at age 55.

• Captains who complete 30 years of commissioned service and who have failed twice or more of selection, and all other captains not on the promotion list upon completion of 31 years of commissioned service, will be retired with two-and-a-half per cent of base pay plus longevity for each year of service creditable for pay purposes, not to exceed 75 per cent. However, captains with 29 or more years of commissioned service as of 30 June 1948 will not be retired solely by reason of completing 31 years of commissioned service until they shall have twice failed of selection by boards convened under the act, and if line officers, under the 1938 law which has been suspended since 1942. Captains who have lost numbers or precedence will not be retired by reason of completing 31 years of commissioned service until they have completed five years' service in the grade of captain. Not to exceed 10 SDO, 5 AEDO, 10 EDO, 22 SC, 22 MC, 12 DM, 7 CEC and 25 CHC captains, if selected, may be continued on active duty for 35 years' commissioned service, with reconsideration each year.

• Rear admirals designated for retirement by a board to create vacancies, and rear admirals failing twice of selection for continuing on active duty will be retired with two-and-a-half per cent of active duty pay for each year of service creditable for pay purposes, not to exceed 75 per cent.

• Limited duty officers failing twice of selection will have the option of being discharged or retired as provided for other officers, or of reverting to warrant officer status to complete 30 years' service. Limited duty officers will be retired upon the completion of 30 years of active naval service.

• Regular officers of the grade of lieutenant commander or above who have transferred to the regular Navy who fail twice or more of selection will be involuntarily retired when the next junior regular officer completes the necessary service for promotion. Such officers will receive a minimum of 50 per cent of active duty pay as retired pay, however, if they have less than 20 years' commissioned service.

• If a selection board reports that the records and reports of an eligible officer with less than 20 years' service indicate unsatisfactory performance of duty in his present grade and indicate that he would not satisfactorily perform the duties of the next higher grade, such officer will be discharged from the Navy on 30 June of the fiscal year in which so reported with two months' pay for each year of service, the total not to exceed two years' pay.

Discussions of the promotion bill appeared in ALL HANDS, August 1947, p. 12, and April 1947, p. 54.

Limited Duty Officers Authorized by New Act

The Officer Personnel Act of 1947 (discussed on this page) provides for a new category of officer, the limited duty officer.

The President is authorized to permanently appoint commissioned warrant officers, warrant officers, CPOs and first class POs of the regular Navy to commissioned grades up to commander in the line, the Supply Corps and the Civil Engineer Corps, for the performance of limited duty only in the technical fields indicated by their warrants or ratings.

For two years after the date of approval of the act the President may make original appointments of limited duty officers in the grade of commander and below of personnel whose permanent status is commissioned warrant officer, warrant officer, CPO or PO1 of the regular Navy; but no person shall be eligible for an original appointment in a grade above ensign unless he shall have completed Navy service as follows: for commander, 28 years; lieutenant commander, 22 years; lieutenant, 16 years; lieutenant (jg), 13 years.

After the two-year period, all original appointments will be made only in the grade of ensign, from among personnel with at least 10 years' naval service.

The total number of limited duty officers authorized in the line at present strength will be about 1,100.

Swimming Qualifications Will Become Permanent Entry in Service Record

Swimming qualifications of all enlisted personnel will become a permanent entry in service records.

Announced in BuPers Circ. Ltr. 136-47 (NDB, 31 July), the entry will be made on page 4A-4B (Rev. 3-46) of the enlisted service record. Even though the duplicate page has already been forwarded to BuPers, the entry must be made on the remaining original copy.

Minimum requirements for classification of swimmers are:

Third Class: Enter the water, feet first, from a minimum height of five feet, and swim 50 yards.

Second Class: Prerequisite — successful completion of test for swimmer third class, and:

• Enter the water, feet first, from a minimum height of 10 feet and remain afloat for 10 minutes. During this time the man must swim 100 yards and use each of three strokes for a minimum distance of 25 yards.

First Class: Prerequisite—successful completion of test for swimmer second class, and:

• While in the water, approach a man of approximately his own size, demonstrate "break or release," get him in a carry position, and tow him 25 yards.

• Enter water, feet first, and swim under water for 25 yards. Swimmer is to break the surface for breathing twice during this distance, at intervals of approximately 25 feet.

• Remove trousers in water and inflate for support.

• Swim 220 yards, using any stroke or strokes desired.

'Old Sailors Never Die'

Old acquaintances were renewed when USS *Shenandoah* (AD 26) paid a visit to the Greek port of Piraeus.

Two former CPOs, now residents of Greece, came aboard the *Shenandoah* to pay their respect to the captain and the crew. They were Andrew Copassaki, ex-CBM, and Theodore Constant, ex-CCS.

Copassaki began his naval career in 1893, and was retired in 1924. For heroic action during World War I, he received the Navy Cross.

Most interesting part of the visit of the former Navy men was when Constant met one of his old shipmates. The *Shenandoah's* chief master-at-arms, Stephen E. Kitchenka, CM, USN, served with Constant in the Philippines during the early 1900s.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and Navacts, not as a basis for action. Personnel interested in specific directives should consult Alnav or Navacts files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands.

No. 158—Last in a series of announcements listing names of officers selected for transfer to USN (see p. 44).

No. 159—Terminates temporary appointments of certain naval aviators on active list of MarCorps or MarCorps Reserve.

No. 160—Outlines provisions for computing length of enlistment in cases of early discharges occurring more than three months prior to expiration of enlistment.

No. 161—Gives rules for passports and attire for travel in Egypt.

No. 162—Changes regulations for Navy personnel claims.

No. 163—Announces immediate action to further reduce officer strength of Navy to meet budgetary restrictions (see p. 20).

No. 164—Announces President's signing of 1948 Naval Appropriation Act (see p. 21).

No. 165—Gives provision of Public Law 128 (80th Congress), which terminates mustering out pay for persons enlisting on or after 1 July 1947.

No. 166—Outlines provisions of executive order relating to allowances for quarters and subsistence to enlisted personnel and per diem allowances for naval personnel on duty outside CLUSA.

No. 167—Lists customs provisions now affecting overseas personnel, ashore and afloat (see p. 38).

No. 168—Seventeenth in series listing temporary and Reserve officers transferred to regular MarCorps.

No. 169—Announces that National Security Act of 1947 now is law, making fully effective once more Arts. 94 and 95, U. S. Navy Regulations, 1920 (see p. 50).

No. 170—Modifies Alnav 24-47, which listed ratings closed to further advancement (see p. 38).

No. 171—Calls attention to fact that no clasps have been authorized for World War II Victory Medal, in answer to numerous requests for such clasps.

Navacts

No. 16—Requests applications for 15-week course in photographic interpretation, RecSta, Washington, D. C.

No. 172—Corrects Alnav 166-47.

No. 173—Amends requirements for fitness reports for captains and commanders who command units afloat or individual ships or operating commands which are shore based at home or overseas.

No. 174—Announces passage of the Officer Personnel Act of 1947 (see p. 44).

NROTC NOMINATIONS DEADLINE 1 NOVEMBER

Enlisted men of the Navy and Marine Corps will get a chance again this year to shoot for a four-year college education in the naval officers' training program. A competitive examination to select candidates for the Naval Reserve Officers Training Corps will be held 13 Dec 1947. The Naval Aviation College Program will not be open to applicants this year.

Procedure for nominating qualified enlisted candidates of the Navy and Marine Corps was announced in BuPers Circ. Ltr. 127-47 (NDB, 15 July). The letter also describes the program fully.

Nominations must be received in BuPers not later than 1 Nov 1947.

Any enlisted man who thinks he may be eligible may start the ball rolling by consulting his ship's office to determine if he is qualified. Questions of scholastic eligibility may be taken up with the educational services officer of any command.

Selected applicants will enter U. S. colleges and universities beginning with the fall term of 1948. They will get four-year college educations, tuition, books and normal fees paid, plus monthly retainer pay at the rate of $600 per year.

The program is the application of the Holloway Plan which uses the nation's colleges and universities to supplement the Naval Academy in producing career officers for the Navy and Marine Corps, and to provide a continuous supply of well-trained officers of the Reserve components.

Under the Holloway plan, enlisted men may, depending upon their choice and qualifications, enter either of two phases of the program: the Naval Reserve Officers Training Corps or the Naval Aviation College Program. The Aviation Program, however, will not be open to applicants this year.

The NROTC program offers four years of college at one of the 52 colleges and universities in which NROTC units are established. The Navy provides tuition, normal fees, books, necessary uniforms and retainer pay of $50 per month during the candidate training period.

While in college the student may take any course leading to a baccalaureate or higher degree, but must include courses in naval science and certain minimum requirements in mathematics, physics and English. Students wear the uniform only when drilling or in other naval activities. They are required to make two summer cruises and to take one summer period of aviation indoctrination, each of six to eight weeks' duration.

Upon graduation, they must accept a commission as ensign, U. S. Navy, or second lieutenant, U. S. Marine Corps, if offered. After 15 months to two years of active duty, they are given a chance to elect a career in the regular Navy.

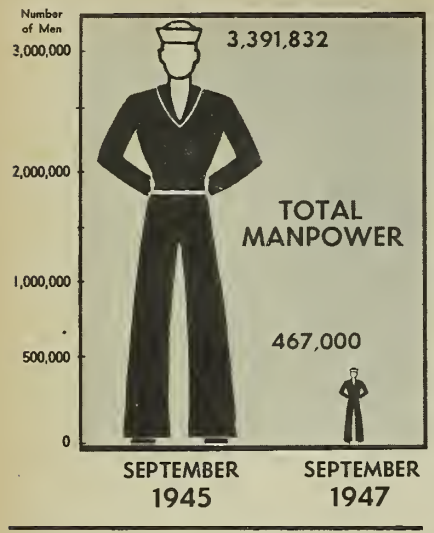
If they do not choose, or are not selected for a career in the regular Navy or Marine Corps, they are required to accept a commission in the Naval or Marine Corps Reserve, and not to resign such commission prior to the sixth anniversary of receiving their first commission as ensign or second lieutenant. Except at their own request, Reserve officers are not called to active duty during a war or national emergency.

To qualify for NROTC the applicant must:

- Be recommended by his CO as possessing the necessary officer-like qualities and fulfilling the specific requirements for the program.
- Be a male citizen of the U. S.
- Be not more than 21 years of age on 1 July 1948.
- Be unmarried and agree to remain unmarried until commissioned.
- Be a high school graduate or possess the equivalent educational background acceptable for admittance to an accredited college or university.
- Fulfill physial requirements and enlistment requirements as outlined in BuPers Circ. Ltr. 127-47.

Nominations must be submitted to BuPers (Attn: Pers 363), and must reach BuPers not later than 1 November. Dispatch nominations will not be considered.

NAVY REDUCED FROM 1,300 TO 306 SHIPS



Two years ago, 2 Sept 1945, when Japanese officials bowed stiffly and signed the surrender documents aboard USS *Missouri*, the Navy had reached its greatest strength in history.

At the end of the war the Navy had nearly 1,300 combatant ships, and with auxiliaries but excluding small landing craft—totalled nearly 11,000 vessels. Today, our peacetime Navy musters a strength of 285 combatant ships in full operation and 21 in reduced status, 293 auxiliaries, 55 mine vessels, 74 patrol vessels and 152 landing craft.

On VJ-Day there were 3,066,758 men and 325,074 officers in the Navy. Today two years later, the Navy has demobilized to about 425,000 men and 46,000 officers, and for the current fiscal year will average 395,000 men and 42,000 officers.

In planes the Navy has gone from 41,272 on VJ-Day to approximately 15,000 of all types today of which 2,500 are fleet combatant aircraft.

Although the Navy has been greatly reduced since cessation of hostilities, it is still the largest and best-prepared Navy in the world. Scientific research, and the development of new planes and new type of ordnance are constantly being exploited toward the progress of a better American Navy.

VJ-Day found Tokyo Bay packed with U. S. Navy ships. Showing their powerful striking power to the defeated Japs were 177 combatant Navy ships and a supporting force of 72 auxiliaries, 27 mine vessels, and 75 landing craft, together with 17 combatant British vessels and one hospital ship.

The muster list of victorious ships in Tokyo Bay on VJ-Day included the following ships:

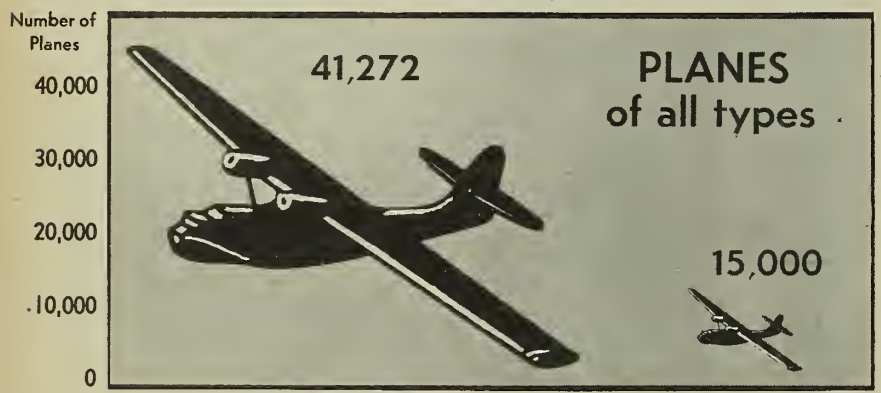
• Battleships: *Idaho, Mississippi, New Mexico, West Virginia, Colorado, Missouri, Iowa, South Dakota, Wisconsin, Alabama, Indiana, and North Carolina.*

• Aircraft carriers: *Intrepid, Antietam, Bennington, Ticonderoga, Yorktown, Shangri La, Bon Homme Richard, Lexington, Hancock, Randolph, Wasp, Cabot, Cowpens, Independence, Belleau Wood, Monterey* and *Bataan.*

• Escort aircraft carriers: *Gilbert Islands, Makin Island, Thetis Bay, Roi, Munda* and *Hollandia.*

• Cruisers: *Quincy, Chicago, Boston, St. Paul, Vicksburg, Detroit, Pasadena, Springfield, Wilkes-Barre, Amsterdam, Atlanta, Dayton, Oklahoma City, Topeka, Duluth, Oakland, Tucson, Flint, San Diego* and *San Juan.*

• Destroyers: *Taylor, Nicholas, O'Bannan, Buchanan, Lansdowne, Lardner, Stevenson, Gillespie, Kalk, Stockton, Twining, Stockham, Wedderburn, Southerland, Cogswell, Caperton, Ingersoll, Knapp, Frank Knox, Cushing, Colahan, Uhlmann, Benham, Nicholson, Wilkes, Woodsworth, Terry, Bristol, Hopewell, Ross, Yarnall, C. K. Bronson, Cotten, John Rodgers, Harrison, McKee, Murray, Ringgold, Schroeder, Dashiell, English, C. S. Sperry, Ault, Waldron, J. W. Weeks, Hank, Gatling, Healy, Halsey Powell, Duncan, Rogers, Barton, Walke, O'Brien, Lowry, Allen M. Sumner, Wallace L. Lind, Erben, Walker, Hale, Black, Bullard, Chauncey, Benner, Rowe, Smalley, Stoddard, Watts, Wren, R. K. Huntington, Myles C. Fox, Hawkins, Chevalier, Perkins, Franks, Thorn, Dortch, Ingraham, De Haven, Mansfield, Lyman K. Swenson, Collett, Maddox, Blue, Brush, Taussig, Samuel N. Moore,*





Higbee, Norman Scott, Wadleigh, and *Heerman.*

• Destroyer escorts: *Bangust, Joseph E. Connolly, Crowley, Deede, William C. Miller, Donaldson, Waterman, Mitchell, Dionne, Leray Wilson, Griswold, Lyman, Weaver. Reynolds, Canfield, Willmarth, Lake, Hilbert, Kyne, Lamons, Elden, Carlson, Cabana,* and *McClelland.*

• Tankers: *Taluga, Ashtabula, Cacapon, Nantahala, Chipola, Sabine, Patuxent, Caliente, Housatonic, Kennebago, Cache, Pamanset, Kaslaskia, Tappahannock, Aucilla, Escalante, Neshanic, Cimarron, Neosho, Kankakee, Marias, Platte, Neches, Chickaskia, Schuylkill, Tomahawk, Merrimack, Mascoma, Escambia, Chicopee, Manatee, Caney, Atascosa, Sebec* and *Tamalpais.*

• Fast transports: *Barr, Sims, Reeves, Pavlic, Runels, H. A. Bass, Wantuck, Gosselin, W. J. Pattison* and *Begor.*

• Transports: *Gerrard, Meriwether, Lanier, Mellette, Braxton* and *Grimes.*

WAY BACK WHEN

Launching Ships

The ceremony far launching ships dates as far back as 2100 B.C. These ceremanies have always had o relgiaus significance.

The Tohitians at ane time used human blaod os a propitiation ta the gods af the elements, while the Greeks and Romans used woter as o sign af purificatian.

For centuries the Chinese have fallowed their custam of halding elabarate launching ceremanies, ond even taday oll their largejunkscorry o shrine in respect to the Mother of the Dragan.



It wasn't until the early part of the 19th century that women ond thase other thon the clergy ond high officiols were permitted to take part in the ceremanies. At this time Queen Victaria inaugurated the religious part af the ceremany os it is now used in the launching af British warships.

The first woman to sponsar o ship af the U. S. Navy was a Miss Watsan af Philadelphio. She christened the Germantawn, a ship of war, on 22 Oct 1846.

Whenever there is o launching ceremany going on, Navy ar atherwise, there is always a man statianed in the ways ta break a battle af champagne an the vessel in case the sponsor shauld miss ar the battle foil to breok. Reason far this is the superstition thot if the vessel isn't christened properly it will always be dogged with bad luck.

• Cargo ships: *Alcyone, Thuban* and *Waukesha.*

• Ammunition ships: *Lassen, Shasta, Maupna Loa, Wrangell, Vesuvius, Mazama, Firedrake* and *Akutan.*

• Fast minesweepers: *Hopkins, Ellyson, Hambleton, Gherardi, Jeffers, Macomb* and *Fitch.*

• Seaplane tenders: *Cumberland Sound, Hamlin, Gardiners Bay, Swisin* and *Mackinac.*

• Minesweepers: *Revenge, Token, Tumult, Pochard, Requisite* and *Sage.*

• Hospital ships: *Tranquility, Benevolence* and *Rescue.*

• Twelve (YMS) motor minesweepers.

• Fleet tugs: *Chawasha, Molala, Wenatchee* and *Moctobi.*

• Destroyer tender: *Piedmont.*

• Submarine tender: *Proteus.*

• Submarine rescue vessel: *Greenlet.*

• Repair ship: *Delta.*

• Repair ship (landing craft): *Patroclus.*

• Provision storeship: *Aldebaran.*

• Miscellaneous auxiliary: *Argonne.*

• Minelayers: *Gwin* and *Frazer.*

• Auxiliary minelayer: *Picket.*

• Landing ships (vehicle): *Ozark* and *Monitor.*

• Landing ships (dock): *Shadwell, San Marco and Catamount.*

• Five (LST) landing ships, tank.

• Thirteen (LSM) landing ships, medium.

• Thirty-one LCS(L)3, landing craft, support.

• Twenty-one (LCI) landing craft, infantry.

Gingrich Selected to Head Atomic Security Division

Rear Admiral John E. Gingrich, USN, ACNO (Naval Reserve), has been selected by the U. S. Atomic Energy Commission to head its newly created division of security and intelligence.

All security and intelligence phases of the commission's program will be combined under Admiral Gingrich, who will work closely with the Central Intelligence Group and with other security and intelligence agencies of the government. Included among his security responsibilities will be the physical security of installations, the control of classified information, the developments and operation of clearance procedures and coordination with the FBI.

The commission announced that its decision to establish a combined security and intelligence division was based on security studies made over a period of five months, and on an overall intelligence study made by Rear Admiral Sidney W. Souers, USNR, special consultant to the commission.



Here's How We Do It

It has become fashionable in U. S. magazines for the publisher to run a piece in each issue in which he lets the reader know how clever he (the publisher) is to get the book out on time.

This is such a piece.

ALL HANDS, as its readers know, sits in an ivory tower in Washington rather far from the world of the working Navy, and from this eminence and with the peculiar courage of those who don't know any better, issues from time to time the *word.*

Well, ALL HANDS may sit in Washington but its news channels stretch like the tentacles of an . . . uh, let's say octopus . . . all around the world. Wherever goes a unit of the Fleet, there, very likely, goes a correspondent who takes it upon himself occasionally to drop us a line.

Sometimes he is the skipper of a tin can; sometimes a remote base recreation officer with a new idea; most often he is one of the Navy's ENCs (enlisted naval correspondents) who, in a community of travelers, must be the most traveled of all.

Our Eyes and Ears

Sixty-five ENCs of the Atlantic and Pacific Fleets are the eyes and the ears of ALL HANDS. When this magazine finds out what's going on in the Mediterranean or the Sulu Sea, 10-to-1 there's an ENC in the woodpile.

A bow, then, to the ENCs and the pubinfo jaygees, and another bow to those volunteer correspondents, the DD skippers and the base recreation officers. They're the men who're keeping ALL HANDS salty . . . nearly as salty as its readers.

COMPLETE TEXT OF UNIFICATION ACT

The National Security Act of 1947 coordinating the armed forces of the nation is quoted in full as follows:

[Public Law 253—80th Congress]
[Chapter 343—1st Session]
[S. 758]

AN ACT

To promote the national security by providing for a Secretary of Defense; for a National Military Establishment; for a Department of the Army, a Department of the Navy, and a Department of the Air Force; and for the coordination of the activities of the National Military Establishment with other departments and agencies of the Government concerned with the national security.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Short Title

That this Act may be cited as the "National Security Act of 1947".

Declaration of Policy

SEC. 2. In enacting this legislation, it is the intent of Congress to provide a comprehensive program for the future security of the United States; to provide for the establishment of integrated policies and procedures for the departments, agencies, and functions of the Government relating to the national security; to provide three military departments for the operation and administration of the Army, the Navy (including naval aviation and the United States Marine Corps), and the Air Force, with their assigned combat and service components; to provide for their authoritative coordination and unified direction under civilian control but not to merge them; to provide for the effective strategic direction of the armed forces and for their operation under unified control and for their integration into an efficient team of land, naval, and air forces.

Title I—Coordination for National Security

National Security Council

SEC. 101. (a) There is hereby established a council to be known as the National Security Council (hereinafter in this section referred to as the "Council").

The President of the United States shall preside over meetings of the Council: *Provided,* That in his absence he may designate a member of the Council to preside in his place.

The function of the Council shall be to advise the President with respect to the integration of domestic, foreign, and military policies relating to the national security so as to enable the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security.

The Council shall be composed of the President; the Secretary of State; the Secretary of Defense, appointed under section 202; the Secretary of the Army, referred to in section 205; the Secretary of the Navy; the Secretary of the Air Force, appointed under section 207; the Chairman of the National Security Resources Board, appointed under section 103; and such of the following named officers as the President may designate from time to time: The Secretaries of the executive departments, the Chairman of the Munitions Board appointed under section 213, and the Chairman of the Research and Development Board appointed under section 214; but no such additional member shall be designated until the advice and consent of the Senate has been given to his appointment to the office the holding of which authorizes his designation as a member of the Council.

(b) In addition to performing such other functions as the President may direct, for the purpose of more effectively coordinating the policies and functions of the departments and agencies of the Government relating to the national security, it shall, subject to the direction of the President, be the duty of the Council—

(1) to assess and appraise the objectives, commitments, and risks of the United States in relation to our actual and potential military power, in the interest of national security, for the purpose of making recommendations to the President in connection therewith; and

(2) to consider policies on matters of common interest to the departments and agencies of the Government concerned with the national security, and to make recommendations to the President in connection therewith.

(c) The Council shall have a staff to be headed by a civilian executive secretary who shall be appointed by the President, and who shall receive compensation at the rate of $10,000 a year. The executive secretary, subject to the direction of the Council, is hereby authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such personnel as may be necessary to perform such duties as may be prescribed by the Council in connection with the performance of its functions.

(d) The Council shall, from time to time, make such recommendations, and such other reports to the President as it deems appropriate or as the President may require.

Central Intelligence Agency

SEC. 102. (a) There is hereby established under the National Security Council a Central Intelligence Agency with a Director of Central Intelligence, who shall be the head thereof. The Director shall be appointed by the President, by and with the advice and consent of the Senate, from among the commissioned officers of the armed services or from among individuals in civilian life. The Director shall receive compensation at the rate of $14,000 a year.

(b) (1) If a commissioned officer of the armed services is appointed as Director then—

TABLE OF CONTENTS

Sec. 2. Declaration of policy.

Title I—Coordination for National Security

Sec. 101. National Security Council.
Sec. 102. Central Intelligence Agency.
Sec. 103. National Security Resources Board.

Title II—The National Military Establishment

Sec. 201. National Military Establishment.
Sec. 202. Secretary of Defense.
Sec. 203. Military Assistants to the Secretary.
Sec. 204. Civilian personnel.
Sec. 205. Department of the Army.
Sec. 206. Department of the Navy.
Sec. 207. Department of the Air Force.
Sec. 208. United States Air Force.
Sec. 209. Effective date of transfers.
Sec. 210. War Council.
Sec. 211. Joint Chiefs of Staff.
Sec. 212. Joint staff.
Sec. 213. Munitions Board.
Sec. 214. Research and Development Board.

Title III—Miscellaneous

Sec. 301. Compensation of Secretaries.
Sec. 302. Under Secretaries and Assistant Secretaries.
Sec. 303. Advisory committees and personnel.
Sec. 304. Status of transferred civilian personnel.
Sec. 305. Saving provisions.
Sec. 306. Transfer of funds.
Sec. 307. Authorization for appropriations.
Sec. 308. Definitions.
Sec. 309. Separability.
Sec. 310. Effective date.
Sec. 311. Succession to the Presidency.

(A) in the performance of his duties as Director, he shall be subject to no supervision, control, restriction, or prohibition (military or otherwise) other than would be operative with respect to him if he were a civilian in no way connected with the Department of the Army, the Department of the Navy, the Department of the Air Force, or the armed services or any component thereof; and

(B) he shall not possess or exercise any supervision, control, powers, or functions (other than such as he possesses, or is authorized or directed to exercise, as Director) with respect to the armed services or any component thereof, the Department of the Army, the Department of the Navy, or the Department of the Air Force, or any branch, bureau, unit or division thereof, or with respect to any of the personnel (military or civilian) of any of the foregoing.

(2) Except as provided in paragraph (1), the appointment to the office of Director of a commissioned officer of the armed services, and his acceptance of and service in such office, shall in no way affect any status, office, rank, or grade he may occupy or hold in the armed services, or any emolument, perquisite, right, privilege, or benefit incident to or arising out of any such status, office, rank, or grade. Any such commissioned officer shall, while serving in the office of Director, receive the military pay and allowances (active or retired, as the case may be) payable to a commissioned officer of his grade and length of service and shall be paid, from any funds available to defray the expenses of the Agency, annual compensation at a rate equal to the amount by which $14,000 exceeds the amount of his annual military pay and allowances.

(c) Notwithstanding the provisions of section 6 of the Act of August 24, 1912 (37 Stat. 555), or the provisions of any other law, the Director of Central Intelligence may, in his discretion, terminate the employment of any officer or employee of the Agency whenever he shall deem such termination necessary or advisable in the interests of the United States, but such termination shall not affect the right of such officer or employee to seek or accept employment in any other department or agency of the Government if declared eligible for such employment by the United States Civil Service Commission.

(d) For the purpose of coordinating the intelligence activities of the several Government departments and agencies in the interest of national security, it shall be the duty of the Agency, under the direction of the National Security Council—

(1) to advise the National Security Council in matters concerning such intelligence activities of the Government departments and agencies as relate to national security;

(2) to make recommendations to the National Security Council for the coordination of such intelligence activities of the departments and agencies of the Government as relate to the national security;

(3) to correlate and evaluate intelligence relating to the national security, and provide for the appropriate dissemination of such intelligence within the Government using where appropriate existing agencies and facilities: *Provided,* That the Agency shall have no police, subpoena, law-enforcement powers, or internal-security functions: *Provided further,* That the departments and other agencies of the Government shall continue to collect, evaluate, correlate, and disseminate departmental intelligence: *And provided further,* That the Director of Central Intelligence shall be responsible for protecting intelligence sources and methods from unauthorized disclosure;

(4) to perform, for the benefit of the existing intelligence agencies, such additional services of common concern as the National Security Council determines can be more efficiently accomplished centrally;

(5) to perform such other functions and duties related to intelligence affecting the national security as the National Security Council may from time to time direct.

(e) To the extent recommended by the National Security Council and approved by the President, such intelligence of the departments and agencies of the Government, except as hereinafter provided, relating to the national security shall be open to the inspection of the Director of Central Intelligence, and such intelligence as relates to the national security and is possessed by such departments and other agencies of the Government, except as hereinafter provided, shall be made available to the Director of Central Intelligence for correlation, evaluation, and dissemination: *Provided, however,* That upon the written request of the Director of Central Intelligence, the Director of the Federal Bureau of Investigation shall make available to the Director of Central Intelligence such information for correlation, evaluation, and dissemination as may be essential to the national security.

(f) Effective when the Director first appointed under subsection (a) has taken office—

(1) the National Intelligence Authority (11 Fed. Reg. 1337, 1339, February 5, 1946) shall cease to exist; and

(2) the personnel, property, and records of the Central Intelligence Group are transferred to the Central Intelligence Agency, and such Group shall cease to exist. Any unexpended balances of appropriations, allocations, or other funds available or authorized to be made available for such Group shall be available and shall be authorized to be made available in like manner for expenditure by the Agency.

National Security Resources Board

SEC. 103. (a) There is hereby established a National Security Resources Board (hereinafter in this section referred to as the "Board") to be composed of the Chairman of the Board and such heads or representatives of the various executive departments and independent agencies as may from time to time be designated by the President to be members of the Board. The Chairman of the Board shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of $14,000 a year.

(b) The Chairman of the Board, subject to the direction of the President, is authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such personnel as may be necessary to assist the Board in carrying out its functions.

(c) It shall be the function of the Board to advise the President concerning the coordination of military, industrial, and civilian mobilization, including—

(1) policies concerning industrial and civilian mobilization in order to assure the most effective mobilization and maximum utilization of the Nation's manpower in the event of war;

(2) programs for the effective use in time of war of the Nation's natural and industrial resources for military and civilian needs, for the maintenance and stabilization of the civilian economy in time of war, and for the adjustment of such economy to war needs and conditions;

(3) policies for unifying, in time of war, the activities of Federal agencies and departments engaged in or concerned with production, procurement, distribution, or transportation of military or civilian supplies, materials, and products;

(4) the relationship between potential supplies of, and potential requirements for, manpower, resources, and productive facilities in time of war;

(5) policies for establishing adequate reserves of strategic and critical material, and for the conservation of these reherves;

(6) the strategic relocation of industries, services, government, and economic activities, the continuous operation of which is essential to the Nation's security.

(d) In performing its functions, the Board shall utilize to the maximum extent the facilities and resources of the departments and agencies of the Government.

Title II—The National Military Establishment

Establishment of the National Military Establishment

SEC. 201. (a) There is hereby established the National Military Establishment, and the Secretary of Defense shall be the head thereof.

(b) The National Military Establishment shall consist of the Department of the Army, the Department of the Navy, and the Department of the Air Forces, together with all other agencies created under title II of this Act.

Secretary of Defense

SEC. 202. (a) There shall be a Secretary of Defense, who shall be appointed from civilian life by the President, by and with the advice and consent of the

Senate: *Provided,* That a person who has within ten years been on active duty as a commissioned officer in a Regular component of the armed services shall not be eligible for appointment as Secretary of Defense. The Secretary of Defense shall be the principal assistant to the President in all matters relating to the national security. Under the direction of the President and subject to the provisions of this Act he shall perform the following duties:

(1) Establish general policies and programs for the National Military Establishment and for all the departments and agencies therein;

(2) Exercise general direction, authority, and control over such departments and agencies;

(3) Take appropriate steps to eliminate unnecessary duplication or overlapping in the fields of procurement, supply, transportation, storage, health, and research;

(4) Supervise and coordinate the preparation of the budget estimates of the departments and agencies comprising the National Military Establishment; formulate and determine the budget estimates for submittal to the Bureau of the Budget; and supervise the budget programs of such departments and agencies under the applicable appropriation Act: *Provided,* That nothing herein contained shall prevent the Secretary of the Army, the Secretary of the Navy, or the Secretary of the Air Force from presenting to the President or to the Director of the Budget, after first so informing the Secretary of Defense, any report or recommendation relating to his department which he may deem necessary: *And provided further,* That the Department of the Army, the Department of the Navy, and the Department of the Air Force shall be administered as individual executive departments by their respective Secretaries and all powers and duties relating to such departments not specifically conferred upon the Secretary of Defense by this Act shall be retained by each of their respective Secretaries.

(b) The Secretary of Defense shall submit annual written reports to the President and the Congress covering expenditures, work, and accomplishments of the National Military Establishment, together with such recommendations as he shall deem appropriate.

(c) The Secretary of Defense shall cause a seal of office to be made for the National Military Establishment, of such design as the President shall approve, and judicial notice shall be taken thereof.

Military Assistants to the Secretary

SEC. 203. Officers of the armed services may be detailed to duty as assistants and personal aides to the Secretary of Defense, but he shall not establish a military staff.

Civilian Personnel

SEC. 204. (a) The Secretary of Defense is authorized to appoint from civilian life not to exceed three special assistants to advise and assist him in the performance of his duties. Each such special assistant shall receive compensation at the rate of $10,000 a year.

(b) The Secretary of Defense is authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such other civilian personnel as may be necessary for the performance of the functions of the National Military Establishment other than those of the Departments of the Army, Navy, and Air Force.

Department of the Army

SEC. 205. (a) The Department of War shall hereafter be designated the Department of the Army, and the title of the Secretary of War shall be changed to Secretary of the Army. Changes shall be made in the titles of other officers and activities of the Department of the Army as the Secretary of the Army may determine.

(b) All laws, orders, regulations, and other actions relating to the Department of War or to any officer or activity whose title is changed under this section shall, insofar as they are not inconsistent with the provisions of this Act, be deemed to relate to the Department of the Army within the National Military Establishment or to such officer or activity designated by his or its new title.

(c) The term "Department of the Army" as used in this Act shall be construed to mean the Department of the Army at the seat of government and all field headquarters, forces, reserve components, installations, activities, and functions under the control or supervision of the Department of the Army.

(d) The Secretary of the Army shall cause a seal of office to be made for the Department of the Army, of such design as the President may approve, and judicial notice shall be taken thereof.

(e) In general the United States Army, within the Department of the Army, shall include land combat and service forces and such aviation and water transport as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations on land. It shall be responsible for the preparation of land forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Army to meet the needs of war.

Department of the Navy

SEC. 206. (a) The term "Department of the Navy" as used in this Act shall be construed to mean the Department of the Navy at the seat of government; the headquarters, United States Marine Corps; the entire operating forces of the United States Navy, including naval aviation, and of the United States Marine Corps, including the reserve components of such forces; all field activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the Department of the Navy; and the United States Coast Guard when operating as a part of the Navy pursuant to law.

(b) In general the United States Navy, within the Department of the Navy, shall include naval combat and services forces and such aviation as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea. It shall be responsible for the preparation of naval forces necessary for the effective prosecution of war except as otherwise assigned, and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.

All naval aviation shall be integrated with the naval service as part thereof within the Department of the Navy. Naval aviation shall consist of combat and service and training forces, and shall include land-based naval aviation, air transport essential for naval operations, all air weapons and air techniques involved in the operations and activities of the United States Navy, and the entire remainder of the aeronautical organization of the United States Navy, together with the personnel necessary therefor.

The Navy shall be generally responsible for naval reconnaissance, antisubmarine warfare, and protection of shipping.

The Navy shall develop aircraft, weapons, tactics, technique, organization and equipment of naval combat and service elements; matters of joint concern as to these functions shall be coordinated between the Army, the Air Force, and the Navy.

(c) The United States Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein. The Marine Corps shall be organized, trained, and equipped to provide fleet marine forces of combined arms, together with supporting air components, for service with the fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval campaign. It shall be the duty of the Marine Corps to develop, in coordination with the Army and the Air Force, those phases of amphibious operations which pertain to the tactics, technique, and equipment employed by landing forces. In addition, the Marine Corps shall provide detachments and organizations for service on armed vessels of the Navy, shall provide security detachments for the protection of naval property at naval stations and bases, and shall perform such other duties as the President may direct: *Provided,* That such additional duties shall not detract from or interfere with the operations for which the Marine Corps is primarily organized. The Marine Corps shall be responsible, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Marine Corps to meet the needs of war.

Department of the Air Force

SEC. 207. (a) Within the National Military Establishment there is hereby established an executive department to be known as the Department of the Air

Force, and a Secretary of the Air Force, who shall be the head thereof. The Secretary of the Air Force shall be appointed from civilian life by the President, by and with the advice and consent of the Senate.

(b) Section 158 of the Revised Statutes is amended to include the Department of the Air Force and the provisions of so much of title IV of the Revised Statutes as now or hereafter amended as is not inconsistent with this Act shall be applicable to the Department of the Air Force.

(c) The term "Department of the Air Force" as used in this Act shall be construed to mean the Department of the Air Force at the seat of government and all field headquarters, forces, reserve components, installations, activities, and functions under the control or supervision of the Department of the Air Force.

(d) There shall be in the Department of the Air Force an Under Secretary of the Air Force and two Assistant Secretaries of the Air Force, who shall be appointed from civilian life by the President by and with the advice and consent of the Senate.

(e) The several officers of the Department of the Air Force shall perform such functions as the Secretary of the Air Force may prescribe.

(f) So much of the functions of the Secretary of the Army and of the Department of the Army, including those of any officer of such Department, as are assigned to or under the control of the Commanding General, Army Air Forces, or as are deemed by the Secretary of Defense to be necessary or desirable for the operations of the Department of the Air Force or the United States Air Force, shall be transferred to and vested in the Secretary of the Air Force and the Department of the Air Force: *Provided,* That the National Guard Bureau shall, in addition to the functions and duties performed by it for the Department of the Army, be charged with similar functions and duties for the Department of the Air Force, and shall be the channel of communication between the Department of the Air Force and the several States on all matters pertaining to the Air National Guard: *And provided further,* That, in order to permit an orderly transfer, the Secretary of Defense may, during the transfer period hereinafter prescribed, direct that the Department of the Army shall continue for appropriate periods to exercise any of such functions, insofar as they relate to the Department of the Air Force, or the United States Air Force or their property and personnel. Such of the property, personnel, and records of the Department of the Army used in the exercise of functions transferred under this subsection as the Secretary of Defense shall determine shall be transferred or assigned to the Department of the Air Force.

(g) The Secretary of the Air Force shall cause a seal of office to be made for the Department of the Air Force, of such device as the President shall approve, and judicial notice shall be taken thereof.

United States Air Force

SEC. 208. (a) The United States Air Force is hereby established under the Department of the Air Force. The Army Air Forces, the Air Corps, United States Army, and the General Headquarters Air Force (Air Force Combat Command), shall be transferred to the United States Air Force.

(b) There shall be a Chief of Staff, United States Air Force, who shall be appointed by the President, by and with the advice and consent of the Senate, for a term of four years from among the officers of general rank, who are assigned to or commissioned in the United States Air Force. Under the direction of the Secretary of the Air Force, the Chief of Staff, United States Air Force, shall exercise command over the United States Air Force and shall be charged with the duty of carrying into execution all lawful orders and directions which may be transmitted to him. The functions of the Commanding General, General Headquarters Air Force (Air Force Combat Command), and of the Chief of the Air Corps and of the Commanding General, Army Air Forces, shall be transferred to the Chief of Staff, United States Air Force. When such transfer becomes effective, the offices of the Chief of the Air Corps, United States Army, and Assistants to the Chief of the Air Corps, United States Army, provided for by the Act of June 4, 1920, as amended (41 Stat. 768), and Commanding General, General Headquarters Air Force, provided for by section 5 of the Act of June 16, 1936 (49 Stat. 1525), shall cease to exist. While holding office as Chief of Staff, United States Air Force, the incumbent shall hold a grade and receive allowances equivalent to those prescribed by law for the Chief of Staff, United States Army. The Chief of Staff, United States Army, the Chief of Naval Operations, and the Chief of Staff, United States Air Force shall take rank among themselves according to their relative dates of appointment as such, and shall each take rank above all other officers on the active list of the Army, Navy, and Air Force: *Provided,* That nothing in this Act shall have the effect of changing the relative rank of the present Chief of Staff, United States Army, and the present Chief of Naval Operations.

(c) All commissioned officers, warrant officers, and enlisted men, commissioned, holding warrants, or enlisted, in the Air Corps, United States Army, or the Army Air Forces, shall be transferred in branch to the United States Air Force. All other commissioned officers, warrant officers, and enlisted men, who are commissioned, hold warrants, or are enlisted, in any component of the Army of the United States and who are under the authority or command of the Commanding General, Army Air Forces, shall be continued under the authority or command of the Chief of Staff, United States Air Force, and under the jurisdiction of the Department of the Air Force. Personnel whose status is affected by this subsection shall retain their existing commissions, warrants, or enlisted status in existing components of the armed forces unless otherwise altered or terminated in accordance with existing law; and they shall not be deemed to have been appointed to a new or different office or grade, or to have vacated their permanent or temporary appointments in an existing component of the armed forces, solely by virtue of any change in status under this subsection. No such change in status shall alter or prejudice the status of any individual so assigned, so as to deprive him of any right, benefit, or privilege to which he may be entitled under existing law.

(d) Except as otherwise directed by the Secretary of the Air Force, all property, records, installations, agencies, activities, projects, and civilian personnel under the jurisdiction, control, authority, or command of the Commanding General, Army Air Forces, shall be continued to the same extent under the jurisdiction, control, authority, or command, respectively, of the Chief of Staff, United States Air Force, in the Department of the Air Force.

(e) For a period of two years from the date of enactment of this Act, personnel (both military and civilian), property, records, installations, agencies, activities, and projects may be transferred between the Department of the Army and the Department of the Air Force by direction of the Secretary of Defense.

(f) In general the United States Air Force shall include aviation forces both combat and service not otherwise assigned. It shall be organized, trained, and equipped primarily for prompt and sustained offensive and defensive air operations. The Air Forces shall be responsible for the preparation of the air forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Air Force to meet the needs of war.

Effective Date of Transfers

SEC. 209. Each transfer, assignment, or change in status under section 207 or section 208 shall take effect upon such date or dates as may be prescribed by the Secretary of Defense.

War Council

SEC. 210. There shall be within the National Military Establishment a War Council composed of the Secretary of Defense, as Chairman, who shall have power of decision; the Secretary of the Army; the Secretary of the Navy; the Secretary of the Air Force; the Chief of Staff, United States Army; the Chief of Naval Operations; and the Chief of Staff, United States Air Force. The War Council shall advise the Secretary of Defense on matters of broad policy relating to the armed forces, and shall consider and report on such other matters as the Secretary of Defense may direct.

Joint Chiefs of Staff

SEC. 211. (a) There is hereby established within the National Military Establishment the Joint Chiefs of Staff, which shall consist of the Chief of Staff, United States Army; the Chief of Naval

Operations; the Chief of Staff, United States Air Force; and the Chief of Staff to the Commander in Chief, if there be one.

(b) Subject to the authority and direction of the President and the Secretary of Defense, it shall be the duty of the Joint Chiefs of Staff—

(1) to prepare strategic plans and to provide for the strategic direction of the military forces;

(2) to prepare joint logistic plans and to assign to the military services logistic responsibilities in accordance with such plans;

(3) to establish unified commands in strategic areas when such unified commands are in the interest of national security;

(4) to formulate policies for joint training of the military forces;

(5) to formulate policies for coordinating the education of members of the military forces;

(6) to review major material and personnel requirements of the military forces, in accordance with strategic and logistic plans; and

(7) to provide United States representation on the Military Staff Committee of the United Nations in accordance with the provisions of the Charter of the United Nations.

(c) The Joint Chiefs of Staff shall act as the principal military advisers to the President and the Secretary of Defense and shall perform such other duties as the President and the Secretary of Defense may direct or as may be prescribed by law.

Joint Staff

SEC. 212. There shall be, under the Joint Chiefs of Staff, a Joint Staff to consist of not to exceed one hundred officers and to be composed of approximately equal numbers of officers from each of the three armed services. The Joint Staff, operating under a Director thereof appointed by the Joint Chiefs of Staff, shall perform such duties as may be directed by the Joint Chiefs of Staff. The Director shall be an officer junior in grade to all members of the Joint Chiefs of Staff.

Munitions Board

SEC. 213. (a) There is hereby established in the National Military Establishment a Munitions Board (hereinafter in this section referred to as the "Board").

(b) The Board shall be composed of a Chairman, who shall be the head thereof, and an Under Secretary or Assistant Secretary from each of the three military departments, to be designated in each case by the Secretaries of their respective departments. The Chairman shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of $14,000 a year.

(c) It shall be the duty of the Board under the direction of the Secretary of Defense and in support of strategic and logistic plans prepared by the Joint Chiefs of Staff—

(1) to coordinate the appropriate activities within the National Military Establishment with regard to industrial matters, including the procurement, production, and distribution plans of the departments and agencies comprising the Establishment;

(2) to plan for the military aspects of industrial mobilization;

(3) to recommend assignment of procurement responsibilities among the several military services and to plan for standardization of specifications and for the greatest practicable allocation of purchase authority of technical equipment and common use items on the basis of single procurement;

(4) to prepare estimates of potential production, procurement, and personnel for use in evaluation of the logistic feasibility of strategic operations;

(5) to determine relative priorities of the various segments of the military procurement programs;

(6) to supervise such subordinate agencies as are or may be created to consider the subjects falling within the scope of the Board's responsibilities;

(7) to make recommendations to regroup, combine, or dissolve existing interservice agencies operating in the fields of procurement, production, and distribution in such manner as to promote efficiency and economy.

(8) to maintain liaison with other departments and agencies for the proper correlation of military requirements with the civilian economy, particularly in regard to the procurement or disposition of strategic and critical material and the maintenance of adequate reserves of such material, and to make recommendations as to policies in connection therewith;

(9) to assemble and review material and personnel requirements presented by the Joint Chiefs of Staff and those presented by the production, procurement, and distribution agencies assigned to meet military needs, and to make recommendations thereon to the Secretary of Defense; and

(10) to perform such other duties as the Secretary of Defense may direct.

(d) When the Chairman of the Board first appointed has taken office, the Joint Army and Navy Munitions Board shall cease to exist and all its records and personnel shall be transferred to the Munitions Board.

(e) The Secretary of Defense shall provide the Board with such personnel and facilities as the Secretary may determine to be required by the Board for the performance of its functions.

Research and Development Board

SEC. 214. (a) There is hereby established in the National Military Establishment a Research and Development Board (hereinafter in this section referred to as the "Board"). The Board shall be composed of a Chairman, who shall be the head thereof, and two representatives from each of the Departments of the Army, Navy, and Air Force, to be designated by the Secretaries of their respective Departments. The Chairman shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of $14,000 a year. The purpose of the Board shall be to advise the Secretary of Defense as to the status of scientific research relative to the national security, and to assist him in assuring adequate provision for research and development on scientific problems relating to the national security.

(b) It shall be the duty of the Board, under the direction of the Secretary of Defense—

(1) to prepare a complete and integrated program of research and development for military purposes;

(2) to advise with regard to trends in scientific research relating to national security and the measures necessary to assure continued and increasing progress;

(3) to recommend measures of coordination of research and development among the military departments, and allocation among them of responsibilities for specific programs of joint interest;

(4) to formulate policy for the National Military Establishment in connection with research and development matters involving agencies outside the National Military Establishment;

(5) to consider the interaction of research and development and strategy and to advise the Joint Chiefs of Staff in connection therewith; and

(6) to perform such other duties as the Secretary of Defense may direct.

(c) When the Chairman of the Board first appointed has taken office, the Joint Research and Development Board shall cease to exist and all its records and personnel shall be transferred to the Research and Development Board.

(d) The Secretary of Defense shall provide the Board with such personnel and facilities as the Secretary may determine to be required by the Board for the performance of its functions.

Title III—Miscellaneous

Compensation of Secretaries

SEC. 301. (a) The Secretary of Defense shall receive the compensation prescribed by law for heads of executive departments.

(b) The Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force shall each receive the compensation prescribed by law for heads of executive departments.

Under Secretaries and Assistant Secretaries

SEC. 302. The Under Secretaries and Assistant Secretaries of the Army, the Navy, and the Air Force shall each receive compensation at the rate of $10,000 a year and shall perform such duties as the Secretaries of their respective departments may prescribe.

Advisory Committees and Personnel

SEC. 303. (a) The Secretary of Defense, the Chairman of the National Security Resources Board, and the Director of Central Intelligence are authorized to appoint such advisory committees and to employ, consistent with other provisions of this Act, such part-time advisory personnel as they may deem necessary in carrying out their respective functions and the functions of agencies under their control. Persons holding other offices or

positions under the United States for which they receive compensation while serving as members of such committees shall receive no additional compensation for such service. Other members of such committees and other part-time advisory personnel so employed may serve without compensation or may receive compensation at a rate not to exceed $35 for each day of service, as determined by the appointing authority.

(b) Service of an individual as a member of any such advisory committee, or in any other part-time capacity for a department or agency hereunder, shall not be considered as service bringing such individual within the provisions of section 109 or 113 of the Criminal Code (U. S. C., 1940 edition, title 18, secs. 198 and 203), or section 19 (e) of the Contract Settlement Act of 1944, unless the act of such individual, which by such section is made unlawful when performed by an individual referred to in such section, is with respect to any particular matter which directly involves a department or agency which such person is advising or in which such department or agency is directly interested.

Status of Transferred Civilian Personnel

SEC. 304. All transfers of civilian personnel under this Act shall be without change in classification or compensation, but the head of any department or agency to which such a transfer is made is authorized to make such changes in the titles and designations and prescribe such changes in the duties of such personnel commensurate with their classification as he may deem necessary and appropriate.

Saving Provisions

SEC. 305. (a) All laws, orders, regulations, and other actions applicable with respect to any function, activity, personnel, property, records, or other thing transferred under this Act, or with respect to any officer, department, or agency, from which such transfer is made, shall, except to the extent rescinded, modified, superseded, terminated, or made inapplicable by or under authority of law, have the same effect as if such transfer had not been made; but, after any such transfer, any such law, order, regulation, or other action which vested functions in or otherwise related to any officer, department, or agency from which such transfer was made shall, insofar as applicable with respect to the function, activity, personnel, property, records or other things transferred and to the extent not inconsistent with other provisions of this Act, be deemed to have vested such function in or relate to the officer, department, or agency to which the transfer was made.

(b) No suit, action, or other proceeding lawfully commenced by or against the head of any department or agency or other officer of the United States, in his official capacity or in relation to the discharge of his official duties, shall abate by reason of the taking effect of any transfer or change in title under the provisions of this Act; and, in the case of any such transfer, such suit, action, or other proceeding may be maintained by or against the successor of such head or other officer under the transfer, but only if the court shall allow the same to be maintained on motion or supplemental petition filed within twelve months after such transfer takes effect, showing a necessity for the survival of such suit, action, or other proceeding to obtain settlement of the questions involved.

(c) Notwithstanding the provisions of the second paragraph of section 5 of title I of the First War Powers Act, 1941, the existing organization of the War Department under the provisions of Executive Order Numbered 9082 of February 28, 1942, as modified by Executive Order Numbered 9722 of May 13, 1946, and the existing organization of the Department of the Navy under the provisions of Executive Order Numbered 9635 of September 29, 1945, including the assignment of functions to organizational units within the War and Navy Departments, may, to the extent determined by the Secretary of Defense, continue in force for two years following the date of enactment of this Act except to the extent modified by the provisions of this Act or under the authority of law.

Transfer of Funds

SEC. 306. All unexpended balances of appropriations, all allocations, nonappropriated funds, or other funds available or hereafter made available for use by or on behalf of the Army Air Forces or officers thereof, shall be transferred to the Department of the Air Force for use in connection with the exercise of its functions. Such other unexpended balances of appropriations, allocations, nonappropriated funds, or other funds available or hereafter made available for use by the Department of War or the Department of the Army in exercise of functions transferred to the Department of the Air Force under this Act, as the Secretary of Defense shall determine, shall be transferred to the Department of the Air Force for use in connection with the exercise of its functions. Unexpended balances transferred under this section may be used for the purposes for which the appropriations, allocations, or other funds were originally made available, or for new expenditures occasioned by the enactment of this Act. The transfers herein authorized may be made with or without warrant action as may be appropriate from time to time from any appropriation covered by this section to any other such appropriation or to such new accounts established on the books of the Treasury as may be determined to be necessary to carry into effect provisions of this Act.

Authorization for Appropriations

SEC. 307. There are hereby authorized to be appropriated such sums as may be necessary and appropriate to carry out the provisions and purposes of this Act.

Definitions

SEC. 308. (a) As used in this Act, the term "function" includes functions, powers, and duties.

(b) As used in this Act, the term "budget program" refers to recommendations as to the apportionment, to the allocation and to the review of allotments of appropriated funds.

Separability

SEC. 309. If any provision of this Act or the application thereof to any person or circumstances is held invalid, the validity of the remainder of the Act and of the application of such provision to other persons and circumstances shall not be affected thereby.

Effective Date

SEC. 310. (a) The first sentence of section 202 (a) and sections 1, 2, 307, 308, 309, and 310 shall take effect immediately upon the enactment of this Act.

(b) Except as provided in subsection (a), the provisions of this Act shall take effect on whichever of the following days is the earlier: The day after the day upon which the Secretary of Defense first appointed takes office, or the sixtieth day after the date of the enactment of this Act.

Succession to the Presidency

SEC. 311. Paragraph (1) of subsection (d) of section 1 of the Act entitled "An Act to provide for the performance of the duties of the office of President in case of the removal, resignation, death, or inability both of the President and Vice President", approved July 18, 1947, is amended by striking out "Secretary of War" and inserting in lieu thereof "Secretary of Defense", and by striking out "Secretary of the Navy,".

Approved July 26, 1947.

WHAT'S IN A NAME?

Paymasters

Navy paymasters used ta be called pursers, amang other things.

The name purser was derived from the ward bursar. This was the name of the keeper of the cash, ar the ane wha paid aut the maney.

Civilians were appainted pursers far anly one cruise at a time. The pursers were nat paid a salary, but reaped cansiderable profit by exacting a commissian an the tatal amaunt af their expenditures.



It wasn't until 1842 that the title af paymaster and purser was created by the British Navy. Previaus to this time, and as far back as the 14th century the men wha paid the crew were called "clerks" ar "bursars."

In 1854 Cangress passed a law that pursers with at least 12 years service wauld rank with cammanders, and thase with less than 12 years wauld rank with lieutenants.

In 1860 a law was enacted that pursers in the United States Navy shauld be knawn as "paymasters," and in 1917 they were designated as supply afficers.

DECORATIONS & CITATIONS



USS *Gato* (SS 212)

GATO WINS PUC FOR OUTSTANDING RECORD

USS *Gato* (SS 212) has been awarded the Presidential Unit Citation for her outstanding combat record on war patrols in Solomon Islands, Bismarck, New Guinea and Truk areas from January 1943 to April 1944.

Using tenacious tactics in the face of strong surface and air opposition, the *Gato* penetrated enemy waters to track and close her targets, striking with swift fury and withdrawing safely to renew her search for Japanese shipping and combatant vessels. By torpedo and gun fire, she sank 13 Japanese ships and damaged five.

Subjected to severe countermeasures as she executed six special missions, the *Gato* made daylight reconnaissance patrols, conducted navigational surveys, approached dangerously near enemy-held beaches and frequently operated within known range of Japanese shore batteries, completing every assignment and emerging safe from each encounter with the enemy.

COs of USS *Gato* during the period for which the citation was awarded were LCDR Robert J. Foley, USN, of Jamaica, N. Y., and LCDR Richard M. Farrell, USN, of Rawson, Ohio.

NAVY CROSS

First award:

★ ADAM, Thomas B., Lt., USNR, Detroit, Mich.: As pilot of a torpedo plane in TorpRon 11, attached to USS *Hornet*, Lt. Adam participated in action against the Japanese during the battle off Samar on 25 Oct 1944. Although he was faced by intense and accurate antiaircraft fire, he pressed home an attack and scored two direct bomb hits on a Japanese battleship. He contributed materially to the success of the mission.

★ ARBES, James D., Comdr. (then Lt. Comdr.), USN, New Ulm, Minn.: As squadron leader and pilot of a dive-bomber in Air Group 8, attached to USS *Bunker Hill*, Comdr. Arbes took part in an attack against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. He led his 12-plane strike group at extreme combat radious and through intense fire to come within point blank range of his targets in well coordinated attacks and contributed to the scoring of several damaging hits on an enemy carrier, cruiser and battleship. Even though his plane sustained damage from antiaircraft fire, he continued his run and scored a direct hit on an enemy carrier.

★ BLAIR, Leon N., Capt., USN, Cape Cod, Mass.: As commander of a coordinated attack group of submarines operating in Japanese waters of the Marianas Islands and in the China Sea, from 16 May to 1 July 1944, Capt. Blair showed outstanding administrative ability. He coordinated the submarines under his command into an effective attack force and contribuated materially to the success of the force in sinking eight enemy ships and in damaging two others despite severe countermeasures.

★ BUSH, Billy, Lt. (then Lt. (jg)), USNR, Coeur D'Alene, Idaho: As pilot of a plane in Air Group 2, attached to USS *Hornet*, Lt. Bush flew his plane in action in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of severe antiaircraft fire, he scored a direct hit to assist in destroying a large carrier and, with his fuel supply exhausted during the return to base, executed a water landing near his carrier.

★ COCHRAN, Ernest H., Lt. (jg) (then Ens.), USNR, Milwaukee, Wis.: As pilot of one of six torpedo planes in CompRon 8, attached to USS *Petrof Bay*, Lt. (jg) Cochran flew in action against the Japanese near the Philippines 25 Oct 1944. When our carrier forces were under attack in the San Bernardino Straits, he plunged on an enemy heavy cruiser and pressed home a torpedo attack in the face of antiaircraft fire from the main batteries of the Japanese ship.

★ DUNCAN, George C., Lt. Comdr., USN, Arlington, Va.: As pilot of a fighter plane in FitRon 15, attached to USS *Essex*, Lt. Comdr. Duncan participated in action against the Japanese in the battle for Leyte Gulf on 25 Oct 1944. In spite of enemy antiaircraft fire, he carried out an attack against major units of the Japanese fleet, scoring a direct hit to assist in sinking an enemy carrier and contributing to the success of the mission.

★ DURIO, Jack N., Lt., USNR, Los Cruces, N. M.: As pilot and division leader in BomRon 9, attached to USS *Yorktown*, Lt. Durio took part in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense fire and a low cloud cover which obscured the target, he led his four-plane division in a low altitude glide-bombing attack against units of the enemy fleet, including a battleship, a cruiser and screening destroyers. He personally scored a direct hit on the starboard quarter of the cruiser and contributed to its sinking.

★ FLEMING, Patrick D., Lt. Comdr. (then Lt.), USN, Jamestown, R. I.: As pilot of a fighter plane and division leader in BomFitRon 80, attached to USS *Hancock*, Lt. Comdr. Fleming flew in operations against the Japanese in the Pacific war area on 16 Feb 1945. As a leader of a division of planes conducting a fighter sweep against enemy forces, he personally destroyed five enemy aircraft in the air, in spite of heavy antiaircraft fire.

★ FRY, Leslie J., Lt., USNR, Corpus Christi, Tex.: As pilot and section leader



Lt. Adam



Comdr. Arbes



Capt. Blair



Lt. Bush


Lt. Comdr. Duncan


Lt. Durio


Lt. Comdr. Fleming


Lt. Fry

in BomRon 9, attached to USS *Yorktown*, Lt. Fry flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense fire and a low cloud cover which obscured the target, he led his section in a low altitude glide-bombing attack against major enemy units, including a battleship, cruiser and screening destroyers, personally scoring direct hits on the port side of the cruiser and contributing to its sinking.

★ GAIENNIE, George W., Lt. (then Ens.), USNR, Shreveport, La.: As pilot of a torpedo plane in CompRon 81, attached to USS Natoma Bay, Lt. Gaiennie participated in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces under attack, he carried out an unsupported torpedo attack and scored a direct hit on a heavy cruiser which contributed directly to its sinking. Volunteering to go on the last strike of the day, he attacked a light cruiser through withering antiaircraft fire, scoring a straddle and inflicting extensive damage.

★ HANAWALT, Winthrop R., Lt. (jg), USNR, La Verne, Calif.: As pilot of a dive bomber in BomRon 9, attached to USS *Yorktown*, Lt. (jg) Hanawalt took part in action against the Japanese in the East China Sea on 7 April 1945. Although the antiaircraft fire was intense and the cloud cover so low that the target was obscured, he pressed home an attack against an enemy task group, consisting of a battleship, a cruiser, and screening destroyers, scoring a direct hit amidship on the cruiser and aiding in disrupting the gunfire of the vessel sufficiently to enable other planes to sink the vessel.

★ HISER, Wilbur F., Lt. Comdr., USNR, Manhattan, Kans.: As pilot of a torpedo plane in CompRon 81, attached to USS *Natoma Bay*, Lt. Comdr. Hiser flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack, he carried out an unsupported torpedo attack in company with two other planes against a group of enemy heavy cruisers. Although the antiaircraft fire was intense, he assisted in the infliction of serious damage on the leading cruiser at a time when the enemy ships were shelling our escort carriers.

★ JOLLY, Howard D., Lt. (jg), USNR, Santa Barbara, Calif.: As pilot of a torpedo plane in TorpRon 15, attached to USS *Essex*, Lt. (jg) Jolly flew his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Despite airborne opposition and intense and accurate antiaircraft fire, he pressed home his attack to close range and obtained a damaging torpedo hit on a large battleship.

★ MCCUDDIN, Leo B., Lt., USNR, Grand Canyon, Ariz.: As a pilot of a fighter plane in FitRon 20, attached to USS *Lexington*, Lt. McCuddin flew in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Shifting his point of aim from an enemy cruiser to an enemy battleship during a dive, he continued his attack and, despite heavy fire, scored a direct bomb hit ,seriously damaging the battleship.

★ OMARK, Warren R., Lt. (then Lt. (jg)), USNR, Long Island, N. Y.: As pilot of a torpedo plane, Lt. Warren flew in action against the Japanese in forward Pacific areas, on 20 June 1944. When separated from other planes in his division, he executed a singlehanded atta k on an enemy aircraft carrier task group. Although forced to fly through heavy fire from a protecting enemy battleship to complete the run on his target, he launched his torpedo at low altitude and close range ,inflicting a direct hit on a large carrier and contributing to its sinking. Quickly retiring from the area, he directed a steady stream of fire from his turret and tunnel guns upon the pursuing enemy planes, driving them off and escaping to safety before his fuel was exhausted.

★ PLOSS, Richard S., Lt. (then Lt. (jg)), USNR, Lynbrook, N. Y.: As pilot of a dive bomber in BomRon 9, attached to USS *Yorktown*, Lt. Ploss flew in action.


Lt. Gaiennie


Lt. (jg) Gilfert


Lt. (jg) Hanawalt


Lt. Comdr. Hiser


Lt. (jg) Jolly


Lt. McCuddin


Lt. Ploss


Lt. (jg) Reardon

against the Japanese in the East China Sea on 7 Apr 1945. Although his plane was damaged from enemy fire and the cloud cover was so low that it obscured the target, he executed a shallow-angle, glide-bombing attack on an enemy cruiser, scoring direct hits amidship and contributed materially to its destruction.

★ REARDON, William L., Lt. (jg) (then Ens.), USNR, Warwick, R. I.: As pilot of a dive bomber in BomRon 14, attached to USS *Wasp*, Lt. (jg) Reardon participated in action against the Japanese in the Battle for Leyte Gulf on 26 Oct 1944. Despite the threat of enemy fighters, he pressed home an attack against units of the enemy fleet and, diving to low altitude through fire that damaged his plane, scored a direct hit on an enemy battleship.

★ REISERER, Russell L., Lt. Comdr. (then Lt.), USNR, Rochester, N. Y.: As pilot of a fighter plane in FitRon 2, attached to USS *Hornet*, Lt. Comdr. Reiserer flew his plane in action against the Japenese in the First Battle of the Philippine Sea on 10 June 1944. With his ammunition partly exhausted upon completion of an assigned mission in the vicinity of the Marianas Islands, he intercepted a force of 50 aircraft and shot down four dive-bombers and, with a single gun, destroyed a fifth, thereby assisting materially in insuring the safety of our fleet from heavy air attack.

★ SCHEURER, Ralph E., Lt. (then Lt. (jg), USNR, Stockton, Calif.: As a pilot in Air Group 2, attached to USS *Hornet*, Lt. Scheurer flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of heavy fire, he scored a direct hit to assist in destroying a large enemy carrier and, despite damage to his plane during pull-out and retirement, piloted his plane toward base until forced to execute a water landing.

★ STEAR, David S., Lt. (then Lt. (jg)), USNR, Punxsutawney, Pa.: As pilot of a plane in Air Group 2, attached to USS

★ DECORATIONS

Navy Cross (Cont.)

Hornet, Lt. Stear participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of enemy fire which wounded his division leader, he scored a direct hit to assist in the destruction of a large enemy carrier and, taking the lead, guided his leader's damaged craft back to base in darkness.

★ STREAN, Bernard M., Comdr., USN, Palo Alto, Calif:. As leader of FitRon 1, attached to USS *Yorktown*, Comdr. Strean participated in action against major units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944. In the face of most hazardous conditions, he led his squadron in the first attack on the enemy fleet and personally scored a direct hit on an aircraft carrier.

★ TIEDMAN, Carl, Comdr. (then Lt. Comdr.), USN, Sioux City, Iowa: As CO of USS *Guavina*, Comdr. Tiedman participated in a war patrol of that vessel in Japanese-controlled waters of the Pacific from 6 Apr to 28 May 1944. Maneuvering his vessel through strong enemy escort screens, he launched repeated torpedo attacks to sink four enemy freighters despite severe enemy countermeasures.

★ TIMBERLAKE, Lewis R., Jr., Lt. (jg), USNR, Florence, Ala.: As pilot of a torpedo bomber in TorpRon 15, attached to USS *Essex*, Lt. Timberlake flew in action against the Japanese fleet during the Battle for Leyte Gulf, 25 Oct 1944. Despite airborne opposition an intense anti-aircraft fire, he pressed home his torpedo attack to score a direct hit on an enemy carrier, thereby contributing to its eventual sinking.

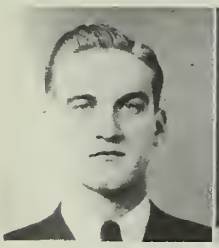
★ WOODSON, William H., Lt. (then Lt. (jg)), USN, Cape May, N. J.: As a pilot in Air Group 1, attached to USS *Yorktown*, Lt. Woodson flew in action against major units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike on an enemy carrier ,he fought his plane against intercepting aircraft, and, going in low despite the fire, launched a dive-bombing attack which resulted in the scoring of three direct and two probable hits on an enemy warship. With his fuel exhausted, he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer.



Lt. Comdr. Reiserer



Lt. Scheurer



Lt. Stear



Comdr. Strean



Comdr. Tiedeman



Lt. (jg) Timberlake



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of fourth award:

★ BLANDY, William H. P., ADM (then VADM), USN, Washington, D. C.: As CJTF 1, Admiral Blandy directed Operation CROSSROADS from 11 Jan to 1 Nov 1946. He displayed sound judgment, broad vision and initiative in organizing, planning and directing the activities which included the atomic bomb tests at Bikini Atoll. His leadership and high standards of performance inspired the confidence and loyalty of his task force, which included civilians as well as military and naval personnel. Successful in completing an operation of vast scope and of great importance to the future defense of the U. S., he rendered distinctive service to the Navy and to his country.



Admiral Blandy



SILVER STAR MEDAL

Gold star in lieu of second award:

★ BELL, David B., Comdr., USN, Washington, D. C.: CO, USS *Pargo*, during a war patrol of that vessel, from 3 Sept to 7 Oct 1944.

★ COX, George E., Lt. Comdr., USNR, Watertown, N. Y.: CO, MTB 135, New Guinea, and coast of New Britain, from May to December 1943.

★ RABENSTEIN, Howard P., Lt., USNR, Geneva, Ohio: CO of a fire support unit, Pacific Ocean areas, 21 July 1944.

★ VENTER, Julian D., Comdr., USNR, Branford, Conn.: Damage control officer, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

First award:

★ BAUER, Rudolph C., Capt., (then Comdr.), USN, Beverly Hills, Calif.: While serving on board USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ BETZEL, Albert F., Lt. Comdr., USN, Washington, D. C.: Diving officer, USS *Aspro*, fifth war patrol, from 10 Sept to 25 Oct 1944.

★ BROWNE, Robert L., Lt. (jg), USNR, South Pasadena, Calif. (posthumously): Pilot in BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ BRUMBAUGH, Richard H., Lt. (jg), USNR, Benton, Ill.: Pilot in BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ CAMPBELL, Donald D., Lt., USNR, New London, Conn.: Communications officer, USS *Sangamon*, Southwest Pacific areas, from 12 Oct to 3 Nov 1944.

★ CONN, John P., Comdr., USN, Los Angeles, Calif.: CO, BomRon 84, USS *Bunker Hill*, Tokyo Area, 16 and 17 Feb 1945.

★ CRUTCHER, William R., Comdr., USNR, Scranton, Pa.: Assistant approach officer, USS *Apogon*, second war patrol, 15 Jan to 5 Mar 1944.

★ EMERY, Charles F., Jr., Lt. (jg), USNR, Colorado Springs, Colo.: Member of UDT in assault of enemy held island, Pacific area, 17 to 21 July 1944.

★ FIVES, Francis M., Lt. (then Lt. (jg)), USNR, Scranton, Pa.: Torpedo data computor operator, USS *Pampanito*, third war patrol, from 17 Aug to 28 Sept 1944.

★ FLESSNER, Conrad J., Lt., USN, Iselin, N. J.: Torpedo data computor operator, USS *Bowfin*, seventh war patrol, from 25 Jan to 25 Mar 1945.

★ FRAZIER, Eugene E., CHCARP, USNR, San Andrea, Calif.: Member of UDT, Pacific Ocean areas, July 1944.

★ GAGNON, James, Lt. (jg), USNR, Los Angeles, Calif.: Pilot in TorpRon 8, USS *Bunker Hill*, Philippine Sea, 20 June 1944.

★ GODFREY, William J., Jr., Lt., USNR, Manitowac, Wis.: Diving officer, USS *Pogy*, fifth war patrol, from 15 Jan to 8 Mar 1944.

★ GUGLIOTTA, Guy F., Comdr., USN, Hammonton, N. J.: Assistant approach officer, USS *Halibut*, tenth war patrol, from 8 Oct to 1 Dec 1944.

★ HAGIE, Bradford F., Lt. (jg), USNR, Washington, D. C.: Pilot in FitRon 16, USS *Lexington*, Philippine Sea, 19 June 1944.

★ HINCHEY, John J., Lt. Comdr. (then Lt.), USN, Omaha, Neb.: Diving officer, USS *Halibut*, tenth war patrol, from 8 Dec to 1 Dec 1944.

★ HOGG, Edward H., Lt., USNR, New Orleans, La.: Assistant approach officer, USS *Pargo*, seventh war patrol, from 19 Jan to 13 Mar 1945.

★ ISON, Robert L., Lt. Comdr., USNR, Atlanta, Ga.: Assistant approach officer, navigator, and executive officer, USS *Bergall,* second war patrol, from 2 to 23 Dec 1944.

★ JOHNSON, Stephen L., Lt. Comdr. (then Lt.), USN, Lafayette, Ind.: Torpedo data computor operator, USS *Shad,* sixth war patrol, from 28 Sept to 24 Nov 1943.

★ KING, Chauncey B., Jr., Lt., USN, San Francisco, Calif.: Assistant damage control officer, USS Santa Fe, Shikoku, Japan, 19 Mar 1945.

★ KOWALCHYK, Peter, Ens., USN, Troy, N. Y.: While serving aboard USS *Canberra,* Pacific areas, 21 to 27 Oct 1944.

★ MOORE, James S., Lt. Comdr., USNR, Milwaukee, Wis.: Navigator and OD, aboard USS *Sangamon,* Southwest Pacific, from 12 Oct to 3 Nov 1944.

★ MURPHY, Welter P., Jr., Lt. Comdr. (then Lt.), USN, Groton, Conn.: Assistant approach officer, USS *Sailfish,* 12th war patrol, from 26 Sept to 11 Dec 1944.

★ PASELER, William T., Lt. (then Ens.), USN, New London, Conn.: Diving officer, USS *Darter,* fourth war patrol, from 1 Sept to 24 Oct 1944.

★ PRATT, William V., II, Comdr., USN, Washington, D. C.: CO, USS *Grayson,* in enemy waters, 13 to 17 Oct 1944.

★ SCHNEPP, James D., Lt. Comdr. (then Lt.), USN, Bloomington, Ill.: Torpedo data computor operator, USS *Guardfish,* eighth war patrol, 15 July to 31 July 1944.

★ SHAFFER, Mile J., Lt. (jg) (then Ens.), USNR, Downs, Iowa.: Pilot in FitRon 44, USS *Langley,* Leyte Gulf, 25 Oct 1944.

★ SHEPARD, Andrew G., Capt., USN, Rochester, N. Y.: CO, USS *Cleveland,* in action against enemy forces in Pacific areas, from 19 June to 9 Aug 1944.

★ SHANNON, Lafe C., Lt. (then Lt. (jg)), USNR, Minneapolis, Minn.: Pilot and section leader in FitRon 20, USS *Enterprise,* Battle of Leyte Gulf, 24 Oct 1944.

★ SIMPSON, Rodger W., Commodore (then Capt.), USN, San Francisco, Calif.: CO of a destroyer squadron, Bismarck Archipelago, from 14 to 25 Feb 1944.

★ THOMPSON, Leslie, Lt. (jg), USN, Mangum, Okla.: Fire control officer, USS *Jallao,* first war patrol, from 9 Oct to 10 Dec 1944.

★ DEVOS, Paul L., Capt. (then Comdr.), USN, Chevy Chase, Md.: CO, USS *Murray,* vicinity of Okinawa Shima, from 17 to 27 Mar 1945.

★ WELCH, Edward G., Lt. (jg) (then Ens.), USNR, Oakland, Calif.: Communications officer and plotting officer, USS *Bergall,* second war patrol, from 2 to 23 Dec 1944.

★ WHETTON, James A., Comdr. (then Lt. Comdr.), USNR, Somerville, Mass.: Engineer officer, USS *Kalinin Bay,* Battle for Leyte Gulf, 25 Oct 1944.

★ WILLIAMS, Henry P., Lt. Comdr. (then Lt.), USNR, Ft. Lauderdale, Fla.: While serving aboard *LCI (L) 449,* Marshall Islands, 12 Feb 1944.

★ WOLVERTON, Royal A., Capt. (then Comdr.), USN, Washington, D. C.: CO, USS *Murphy,* Normandy, France, 6 June 1944 and Cherbourg, 25 June 1944.

U. S. NAVY HELPS SCOTS HONOR JONES

A contingent of three U. S. naval officers and 12 midshipmen from the Midshipmen Practice Squadron participated in the John Paul Jones' 200th birthday anniversary celebrations in Scotland.

Like John Paul Jones, the officers and midshipmen were of Scottish ancestry. Arriving in Scotland, they were met at the Timwald Downs Aerodrome near Dumfries by RAF officers and civic dignitaries of the Stewartry after a flight from Portsmouth, England.

A three-day bi-centenary celebration began with the arrival of the American naval party. To their surprise they learned that John Paul Jones, once termed a "splendid renegade" in the land of his birth, has now become almost as great a national hero in Scotland as in the United States.

In a welcoming address Provost Fyfe of the Burgh of Dumfries said that "not only Scotland and Britain but all the civilized world have cause to be grateful to the Galloway lad who gave the United States such a wonderful tradition."

Turning to the U. S. Navy representatives, the provost continued, "If your Navy had not cherished the spirit inculcated by John Paul Jones, it is not an exaggeration to say that liberty would have vanished from the earth."

Visiting various points of interest, the officers and midshipmen saw at Kirkbean the cottage in which the famous skipper of the *Bon Homme Richard* was born. They also saw the John Paul Jones baptismal font which was presented to the local church by U. S. Navy personnel who served in Britain during World War II.

The principal commemorative ceremonies took place in the Royal Burgh of Kirkcudbright which was brightly bedecked with U. S. and British flags. Here the Americans participated in a parade and presented the people of Kirkcudbright with a duplicate of a medal struck for John Paul Jones by the French government.

John Kennedy, Provost of Kirkcudbright, presented Commander Robert A. MacPherson, officer-in-charge of the U. S. Navy party, with a resolution inscribed on vellum from the Kirkcudbright city council. The resolution conveyed greetings to the officers and men of the U. S. Navy at home and abroad and on the high seas "in recognition of the bonds of friendship and of the mutual interest which link the destinies of the British Commonwealth of Nations and the United States of America."



Gold star in lieu of second award:

★ COWDREY, Roy T., Capt., USN, Coronado, Calif.: Force maintenance officer, on staff of Commander Service Squadron, South Pacific Force, 26 Aug 1943 to 15 June 1944.

★ JOHNSON, George W., Rear Admiral, USN, Coronado, Calif.: ComDesDiv 61, escort unit commander and administrative commander, DesRons 30 and 27, Atlantic Ocean, outbreak of hostilities to August 1944.

First award:

★ ANDERSON, Ray D., Lt. Comdr, USNR, Raleigh, N. C.: CO, LCI, in action in Mediterranean, from April 1943 to May 1945.

★ BAHM, George H., Capt., USN, San Francisco, Calif.: CO, USS *Dixie,* forward Pacific areas, December 1941 to April 1943.

★ BAKER, Charles A., Capt., USN, Washington, D. C.: CO, USS *Texas,* Iwo Jima, Ryukyus, 16 Feb to 7 Mar 1945, Okinawa, Volcano Islands, 25 Mar to 30 Apr 1945.

★ CHADWICK, James H., Capt., USN, San Francisco, Calif.: Fleet material officer, staff of CincLant, December 1940 to November 1944.

★ EDMUNDS, Charles D., Capt., USN, Vallejo, Calif.: CO, submarine base, Pearl Harbor, ComSubRon 6, from 11 Jan to 8 Sept 1943.

★ FULLER, Harold D., Comdr. (then Lt. Comdr.), USN, Madison, Wis.: CO, USS *Kalk,* in action against enemy forces vicinity of Dutch New Guinea, 1944.

★ HALL, Frederick S., Capt. (then Comdr.), USN, Fredonis, N. Y.: CO of screen in Task Group 22.3, action against German submarine, French West Africa, 4 June 1944.

★ HOLLINGSWORTH, John C., Comdr., USN, Groton, Conn. (posthumously): CO, USS *Scamp,* seventh war patrol, Japanese waters, 3 Mar to 2 Apr 1944.

★ HOYT, Joseph B., Jr., Capt. (then Lt. Comdr.), USNR, Hyattsville, Md.: CO, landing ship group, West Loch Harbor, Oahu, T. H., 21 May 1944.

★ JACKSON, William B., Jr., Capt., USN, Arlington, Va.: Chief of staff, Commander Service Squadrons, South Pacific, 7 Jan 1943 to 17 Mar 1944.

★ MACK, Andrew R., Capt., USN, Derry, N. H.: CO, advanced naval base sectional drydock, South Pacific area, from 10 May 1943 to 15 June 1944.

★ NICHOLSON, Willard A., Comdr., then

★ DECORATIONS

Legion of Merit (Cont.)

Lt. Comdr.), USNR, Miami, Fla.: CO, Mine Force, 5th Fleet, East China Sea and Tsugaru Straits, 5 July to 20 Oct 1945.

★ OGDEN, Samuel B., Capt., USN, Southport, Conn.: Task unit commander under Commander, Third Fleet, Pacific areas, 24 Aug 1944 to 26 Jan 1945.

★ PALMER, Khem, W., Capt., USN, Union City, Tenn.: Ammunitions officer ComServRon 10, Central and Western Pacific areas, 17 Aug 1944 to 1 June 1945.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ HEDRICK, Roger R., Comdr. (then Lt. Comdr.), USN, National City Calif.: CO FitRon 84, USS Bunker Hill, Toyko area, 16 to 17 Feb 1945.

Gold star in lieu of second award:

★ BISHOP, Norman A., Lt. (jg) (then Ens.), USNR, Montpelier, Vt.: Pilot of a carrier-based fighter plane, Okinawa Gunto, April 1945.

★ CARMODY, Martin D., Lt. Comdr. (then Lt.), USNR, Indiana Harbor, Ind.: Pilot and flight leader in BomRon 8, USS *Bunker Hill,* vicinity New Guinea, Carolines, Marianas, Bonins, Philipines, Formosa and Ryukyus, from 30 Mar to 20 Oct 1944.

★ COOPER, Alvin G., Lt. (jg), USNR, Middleton, Ohio: Pilot in FitRon 24, USS *Santee,* Ryukyu Islands, from 12 May to 14 June 1945.

★ DEAN, William A., Comdr., USN, Coronado, Calif.: Pilot and squadron leader, Air Group 2, USS *Hornet,* First Battle of the Philippine Sea, 19 June 1944.

★ HAMBLIN, Louis R., Lt. (jg), USNR, Ft. Bridger, Wyo.: Pilot in FitRon 80, USS *Hancock,* Tokyo area, 16 Feb 1945.

★ HOLLADAY, Robert W., Lt. (jg), USNR, Ruleville, Miss.: Pilot in BomRon 84, USS *Bunker Hill,* in action against enemy forces, 17 Feb 1945.

★ MCNINCH, Dwight O., Lt., USNR, Columbia, S. C.: Pilot of an escort fighter plane, CompRon 83, USS *Sargent Bay,* Volcano Islands, Ryukyu Islands, from 16 Feb to 8 June 1945.

★ MOORE, William J., Lt. Comdr. (then Lt.), USNR, Fresno, Calif.: Pilot in TorpRon 2, USS *Hornet,* Philippine Islands, 21 Sept 1944.

★ RIGG, James F., Comdr (then Lt. Comdr.), USN, Norfolk, Va.: Pilot in FitRon 15, USS *Essex,* Leyte Gulf, 25 Oct 1944.

★ SLONE, William J., Lt., USN, Alexandria, Ind.: Pilot of a torpedo bomber, CompRon 68, USS *Fanshaw Bay,* Battle for Leyte Gulf, 25 Oct 1944.

First award:

★ ABERNATHY, Alva N., Lt., USNR, Dallas, Tex.: Pilot and section leader in FitRon 44, USS *Langley,* Battle for Leyte Gulf, 24 Oct 1944.

★ BALLARD, Donald W., Lt. (jg), USN, Spokane, Wash.: CO of a Navy Liberator, on photographic missions, Southern Japan, from 17 July to 14 Aug 1945.

★ BARSELL, Theodore A., Lt. (then Ens.), USNR, Hertford, N. C.: Pilot of a torpedo plane, USS *Ommney Bay,* Battle for Leyte Gulf, 25 and 26 Oct 1944.

★ BINNING, Edward G., Lt. Comdr., USNR, Nashville, Tenn.: Plane commander in PatBomRon 118, vicinity of Korea, 13 May 1945.

★ BLACKWELL, Frank H., Lt. (jg), USNR, Petersburg, Va.: Pilot in FitRon 37, USS *Sangamon,* Battle for Leyte Gulf, 27 Oct 1944.

★ BROOKS, Eldon E., Lt. (jg), USNR, Carmel, Calif.: Pilot in BomFitRon 10, USS *Intrepid,* Okinawa, Tokuno, Ryukyu Islands, from 12 Apr to 6 Aug 1944.

★ BROWN, Carl A., Jr., Lt. Comdr., USN, Texarkana, Tex.: Division leader in FitRon 27, USS *Princeton,* Marianas Islands, from 11 to 19 June 1944.

★ BRYCE, James A., Lt., USNR, Altus, Okla.: Pilot in FitRon 22, USS *Cowpens,* in action against Japanese forces, 21 Jan 1945.

★ BUCARO, Richard, Lt. (jg) (then Ens.) USNR, Springfield, Ohio: Pilot in CompRom 97, USS *Shipley Bay,* Ryukyu Islands, from 13 Apr to 22 June 1945.

★ COOLEDGE, Aurelian, Lt. Comdr. (then Lt.), USNR, Atlanta, Ga.: Pilot of a Liberator, PatBomRon 105, during antisubmarine patrols, Bay of Biscay, 8 July 1944.

★ COUGHLAN, William C., Lt. (then Lt. (jg)),USNR, Poughkeepsie, N. Y.: Fighter pilot in CompRon 3, USS *Kalinin Bay,* Battle off Samar, 25 Oct 1944.

★ COX, Joseph B., Lt. (jg) (then Ens.), USNR, Plymouth, N. C.: While serving in CompRon 94, USS *Shamrock Bay,* Ryukyu Islands, 10 May 1945.

★ COYER, Frank, Jr., Lt., USNR, Champaign, Ill.: Pilot in FitRon 23, USS *Princeton,* Bismark Archipelago, from 1 to 19 Nov 1943.

★ DEAR, John W., Jr., Lt. (then Lt. (jg)), USNR, Meridian, Miss.: Pilot of a plane in Air Group 2, USS *Hornet,* Bonin Islands, 24 June 1944.

★ ERWIN, Howard G., Lt. USNR, Hartford City, Ind.: Pilot of a dive bomber in BomRon 11, USS *Hornet,* Battle off Samar, 25 Oct 1944.

★ FALKNER, Raymond E., Lt. (jg), USNR, Van Nuys, Calif.: Pilot in CompRon 75, USS *Ommaney Bay,* Battle off Samar, 25 Oct 1944.

★ FOREHAND, Raymond, Lt. (jg), USNR, Enterprise, Ala.: Pilot in CompRon 83, USS *Sargent Bay,* Volcano and Ryukyu Islands ,from 17 Feb to 22 Apr 1945.

★ FOSTER, Albert D., Lt. Comdr. (then Lt.), USNR, Waltham, Mass.: Air coordinator of a group of 8 torpedo bombers and 8 fighters, in CompRon 85, USS *Lunga Point,* Iwo Jima, Volcano Islands.

★ GARBER, John A., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: For aerial operations against enemy forces, forward areas, Central Pacific, from 28 Jan to 20 Apr 1945.

★ GERNER, William L., Lt., USNR, Dallas, Tex.: Section leader of a group of planes, in FitRon 8, USS *Bunker Hill,* Tokyo, 25 Feb 1945.

★ GIEBLER, Clifford L., Jr., Lt. (jg), USNR, New York, N. Y.: Pilot in CompRon 97, USS *Shipley Bay,* Ryukyu Islands, from 9 Apr. to 16 June 1945.

★ GRAU, Leroy H., Lt., USNR, St. Louis, Mo.: Pilot in TorpRon 11, USS *Hornet,* Formosa, 21 Jan 1945.

★ GREENBAUM, Leon J., Lt. (jg) (then Ens.) USNR, Baltimore, Md.: While serving PatBomRon 111, in action against enemy forces, Borneo, Celebes, Halaya, Indochina areas, from 23 Apr to 16 July 1945.

★ GREGORY, John S., Ens., USNR, Milwaukee, Wis.: Pilot of escort fighter plane in CompRon 83, USS *Sargent Bay,* Ryukyu Islands, from 19 Apr to 17 June 1945.

★ GRAY, John F., Lt. Comdr. (then Lt.), USNR, Coronado, Calif.: Flight leader and executive officer FitRon 66, in operations against enemy forces at Palau Island, 30 and 31 Mar 1944.

★ GRIFFIN, Richard J., Lt. Comdr. (then Lt.), USNR, Philadelphia, Pa.: Pilot in FitRon 2, USS *Hornet,* Marianas Islands, from 12 to 19 June 1944.

★ GUY, Jack O., Lt. (jg), USNR, Atlanta, Ga.: Pilot in TorpRon 51, USS *San*

141 Honored by Navy for Work in Atom Bomb Tests

One hundred and forty-one military and civilian Navy personnel attached to Joint Task Force 1 have been awarded medals, letters of commendation and letters of appreciation by the Navy Department for outstanding service performed during the atomic bomb tests at Bikini Atoll.

One hundred and twenty-four Navy officers and men, one U. S. Coast Guard officer, one British officer and 15 civilians were cited for their performance of duty in scientific and technical undertakings during the planning, operational and post-operational phases of Operation CROSSROADS from 11 Jan to 1 Nov 1946.

Included in the awards presented are Distinguished Service Medal—Admiral William H. P. Blandy, USN (see p. 00); Legion of Merit—Rear Admiral William S. Parsons, USN; Captain George M. Lyon, MC, USN; Rear Admiral John A. Snackenberg, USN; Captain Frederick L. Ashworth, USN (second award); Captain Bernard E. Manseau, USN (second award); Captain Charles H. Lyman, II, USN (second award); Rear Admiral Thorval A. Solberg, USN (third award); Rear Admiral Frank G. Fahrion, USN (third award); Rear Admiral Clifton A. F. Sprague, USN (fourth award); Distinguished Flying Cross—Lieutenant William H. Williams, Jr., USN (posthumously); Captain Herbert D. Riley, USN.

Jacinto, Philippine Islands, 25 Oct 1944.

★ HARRIS, Richard A., Lt. (jg) (then Ens.), USNR, Richmond, Calif.: Pilot in FitRon 26, USS *Santee*, in action against enemy forces at Cebu, Philippine Islands, 26 Oct 1944.

★ HEINMILLER, George A., Lt. (jg) (then Ens.), USNR, Pensacola, Fla.: Pilot in CompRon 3, USS *Kalinin Bay*, Battle off Samar, Philippine Islands, 25 Oct 1944.

★ HELMUT, Lawrence E., Lt. (then Lt. (jg)), USNR, Lakewood, Ohio: Pilot of a torpedo plane in TorpRon 11, USS *Hornet*, vicinity of French Indochina, 12 Jan 1945.

★ HITPAS, Henry R., Lt. (jg) (then Ens.), USNR, Peoria, Ill.: Pilot of CompRon 85, USS *Lunga Point*, Chichi Jima, Volcano Islands, 17 Feb 1945.

★ HUTCHINSON, Harold R., Lt. (then Lt. (jg), USNR, Oakland City, Ind.: While serving in PatBombRon 111, Borneo, Celebes, Malaya and Indochina areas, from 21 Dec 1944 to 31 Mar 1945.

★ IMEL, Norman W., Lt. (jg), USNR, Forgan, Okla. (posthumously): Pilot of a fighter plane in Air Group 8, USS *Bunker Hill*, First Battle of Philippine Sea, 20 June 1944.

★ JOHNSON, Ace, Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Pilot of a fighter plane in CompRon 75, USS *Ommaney Bay*, Battle off Samar, 25 Oct 1944.

★ JONES, Donald E., Lt. (jg) (then Ens.), USNR, Oshkosh, Wis.: Pilot in CompRon 75, USS *Ommaney Bay*, Battle off Samar, 25 Oct 1944 .

★ KENT, Charles A., Jr., Lt. (jg), USNR, Pittsburgh, Pa.: Pilot of an escort torpedo plane in CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, from 16 Feb. to 1 Apr 1945.

★ KING, Geoffrey B., Lt. (then Ens.), USNR, Tifton, Ga.: Pilot in CompRon 3, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ KOEP, Ray J., Lt., USNR, Spokane, Wash.: As pilot in CompRon 5, USS *Kitkun Bay*, Battle for Leyte Gulf, 24 to 25 Oct 1944.

★ KRAFT, Elmer A., Lt. Comdr, (then Lt.), USNR, Gilam, Ill.: Fighter plane pilot in FitRon 16, USS *Lexington*, Marianas Islands, from 11 to 25 June 1944.

★ LABADIE, Eugene E., Lt. (jg) (then Ens.) USNR, Wyandotte, Mich.: While serving in PatBomRon 111, Borneo, Celebes, Malaya and Indochina areas from 2 Feb to 19 June 1945.

★ LAFONTAINE, Gustave E., Lt. (jg) (then Ens.), USNR, Franfort, Ky.: While serving in PatBombRon 111, during action against enemy forces in Borneo, Celebes, Malaya and Indochina areas from 27 Feb to 19 June 1945.

★ LAMBERT, Valdemar G., Comdr., USN, Wauwatosa, Wis.: CO, TorpRon 15, USS *Essex*, Volcano Islands, 15 June 1944.

★ LANGFORD, James R., Lt. (then Lt. (jg)), USNR, Hallsville, Ill.: As pilot in TorpRon 2, USS Hornet, vicinity of Philippine Islands, 21 Sept 1944.

★ LAWRENCE, Sidney J., Comdr., USN, San Francisco, Calif.: As pilot of patrol plane, Marshall Islands, from December 1943 to January 1944.

★ LODATE, August M., Lt., USNR, Brooklyn, N. Y.: As plane commander of a land-based plane in PatBomRon 118, in action against Japanese in Truk and Korea, 28 Apr, May 7 and 27 June 1945.

★ LUPO, Thomas J., Lt. (jg), USNR, New Orleans, La.: Pilot of a torpedo plane in CompRon 68, USS *Fanshaw Bay*, Battle off Samar, 25 Oct 1944.

★ MARSH, John R., Lt., USNR, Long Beach, Calif.: Pilot of a torpedo plane in TorpRon 23, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ MARTIN, William H., Ens., USNR, Irvington, N. J.: Pilot of a fighter plane in FitRon 19, USS *Lexington*, Philippine Islands area, from 21 to 24 Oct 1944.

★ MATZ, Rudolph W., Lt. (jg), USN, Newark, Ohio: Pilot in Air Group 1, USS *Yorktown*, First Battle of Philippine Sea, 19 June 1944.

★ MAYER, Irving, Lt. (jg), USNR, Los Angeles, Calif.: As a pilot of a fighter plane in FitRon 24, USS *Santee*, Ryukyu Islands, from 1 Apr to 10 May 1945.

★ MCCARTHY, John J., Lt. (then Lt. (jg), USNR, Dorchester, Mass.: While serving in PatBomRon 111, in action against Japanese forces from 19 Dec 1944 to 17 Apr 1945.

★ MONAHAN, Alfred E., Lt. (jg), USN, Coeur d'Alene, Idaho: Pilot of a fighter plane in CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ OTTO, Carl, Lt. (jg), USNR, St. Paul, Minn.: While serving in PatBomRon 111, in action against enemy forces, Borneo, Celebes, Malaya and Indochina areas, from 19 Dec 1944 to 17 Apr 1945.

★ PARSONS, Samuel G., Lt. Comdr. (then Lt.), USNR, Brooklyn, N. Y.: Pilot of a torpedo plane in action against enemy forces, Atlantic Ocean area, 10 Apr 1944.

★ PETERSON, Lowell D., Lt. (jg), USNR, Phoenix, Ariz.: Fighter pilot, FitRon 25, USS *Chenango*, in action against enemy forces in the Ryukyu Islands, 1 Apr to 14 May 1945.

★ PORTERFIELD, Troy M., Lt., USNR, Pomona, Calif.: Torpedo bomber pilot, TorpRon 2, USS *Hornet*, Philippine Islands, 21 Sept 1944.

★ PRITCHARD, William H. Jr., Lt. (jg) (then Ens.), USNR, River Edge, N. J.: Fighter pilot, FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 5 May 1945.

★ PROTIS, Walter, Lt. (jg) (then Ens.), USNR, Phoenix, Ariz.: While serving in PatBomRon 111, in action against enemy forces, Borneo, Celebes, Malaya and Indochina areas, 23 Apr to 16 July 1945.

★ RICHARDS, Wesley H., Lt. (jg) (then Ens.), USNR, Texarkana, Ark.: Torpedo bomber pilot, CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 24 Mar to 29 Apr 1945.

★ ROUM, John P., Lt. (jg), USNR, Laramie, Wyo.: Fighter pilot, USS *Sangamon*, Leyte Gulf, 25 Oct 1944.

★ SANDERS, Jesse A., Jr., Lt., USNR, Auburn, Ind.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina Areas, 21 Apr to 23 July 1945.

★ SAVAGE, Jimmie E., Lt. Comdr. (then Lt.), USNR, Howe, Tex.: Fighter pilot, FitRon 11, USS *Hornet*, Philippine Islands Area, 14 Oct 1944.

★ SHANKS, Lawrence B., Lt. (then Lt. (jg)), USNR, Jefferson City, Mo.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina Areas, 19 Dec 1944 to 13 Mar 1945.

★ SIPPEL, Joseph T., Lt. (jg), USNR, Rochester, N. Y.: While serving in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ SODERLUND, Charles A., Lt. (jg) (then Ens.), USNR, Sharon Hill, Pa.: Pilot in Air Group 14, USS Wasp, POA, 12 July 1944.

★ STEINER, Edward F., Ens., USNR, Baltic, Ohio: For action during aerial flight against enemy forces, POA, 1 May to 15 July 1945.

★ STEPUTUS, Frederick C., Jr., Ens., USNR, Glassport, Pa.: Fighter pilot, BomFitRon 80, USS *Hancock*, POA, 16 Feb 1945.

★ STEWART, Ramsey M., Lt. (then Lt. (jg), USNR, Denver, Colo.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 23 Dec 1944 to 4 May 1945.

★ SWANSON, Arthur B. Jr., Lt. (jg) (then Ens.), USNR, Duluth, Minn.: While serving in PatBomRon 111, during action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 20 Dec 1944 to 21 Apr 1945.

★ TATE, Benjamin C., Lt. (then Lt. (jg)), USNR, Winchester, Ky.: While participating in aerial flight, in action against enemy forces, Bonin Islands, 15 June 1944.

★ THOMPSON, John L., Lt., USNR, Norfolk, Va.: Air coordinator, CompRon 85, USS *Lunga Point*, Iwo Jima, Volcano Islands.

★ TOLAND, Donald J., Lt. (jg) (then Ens.), USNR, Augusta, Ill.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 19 Dec 1944 to 29 Apr 1945.

★ TAUB, Sumner F., Lt. (jg), USNR, Seahurst, Wash.: While serving in PatBom Ron 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 18 Dec 1944 to 16 Apr 1945.

★ TURNER, Thomas A., Lt., USNR, San Francisco, Calif.: While serving in CompRon 77, USS *Rudyard Bay*, Iwo Jima, 19 Feb to 8 Mar 1945.

★ VIEAU, Harold E., Lt. (jg) (then Ens.), USNR, Minneapolis, Minn.: While serving in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 31 May 1945.

★ WILSON, Kenntth E., Lt. (jg), USNR,

QUIZ ANSWERS

Answers to Quiz on Page 7

1. (b) Shown taking off is the Lockheed Constitution.
2. (a) World's largest transport, it carries 180 passengers.
3. (a) He is operating an air manifold in a submarine,
4. (c) Although subject man is a MM, the job is usually performed by a MOMM.
5. (b) USS *Atlanta* (CL 104) is of the Cleveland class.
6. (a) The main battery of USS *Atlanta* consists of 12 6-inch guns.

Souvenir Books

★ DECORATIONS

D. F. C. (Cont.)

Montebello, Calif.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 27 Apr to 20 July 1945.

★ WILSON, Kenneth E., Lt. (jg), USNR, Grand Ledge, Mich.: Bomber pilot, BomRon 19, USS *Lexington,* Philippine Islands area, 5 Nov 1944.

★ YOUNG, William R., Lt. (jg) (then Ens.), USNR, Kensington, Md.: While in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 18 Feb to 5 June 1945.



First award:

★ ARNOLD, Edward A., Lt. Comdr. (then Lt., USNR, Rexford, Mont.: For heroic conduct during a rescue off Willapa Bay, Wash., 14 Apr 1944.

★ BERGNER, Allan A., Lt. Comdr. (then Lt.), USN, Joilet, Ill.: For heroic conduct while serving in USS *Gar,* 11th war patrol, 9 Mar 1944.

★ CAVIN, Francis E., Lt. (then Lt. (jg)), USNR, Washington, D. C.: While serving in USS *Chenango,* vicinity of Okinawa, 9 Apr 1945.

★ FRANKS, Glen H., Lt. Comdr (then Lt.), USNR, Peoria, Ill.: For service aboard USS *Hancock,* operations against enemy forces, Okinawa Jima, 21 Jan 1945.

★ HENNIGAN, Charles M., AMM2, USN, Harrisburg, Pa.: For the rescue of three U. S. Army men, Washington, D. C., National Airport, night of 19 Aug 1946.

★ JAVA, Frank J., Lt., USNR, Port Henry, N. Y.: During amphibious invasion of Southern France, while attached to mobile explosive investigation unit, August 1944.

★ LEMOINE, Freman, CHBOSN (then BOSN), USN, Porthmouth, Va.: During fire fighting operation in USS *Brant,* LeHavre, France, 13 Oct 1944.

★ WARREN, William C., Ens., USNR, Buffalo, N. Y.: CO, USS LCS (L) 86, operations in Tokvo Bav. 4 Oct 1945.



Gold star in lieu of second award:

★ FRICK, Harry D., Lt., USNR, Monon, Ind.: CO, USS *LCI* (G) 75, during assault on Lingayen Gulf, Kerama Retto, from January to June 1945.

★ FRYER, James W., Lt. Comdr. (then Lt.), USNR, Nashville, Tenn.: Executive officer, USS *Guest,* in action against enemy forces, Marianas Islands, 21 and 22 Feb 1944, Palau Islands, 30 Mar to 1 Apr 1944.

★ HIGH, Paul L., Capt. (then Comdr.), USN, Falls Church, Va.: ComDesDiv 104, in action against enemy forces, Coast of Honshu, Japan, 19 Mar 1945.

★ IRVING, Ronald K., Comdr. (then Lt. Comdr.), USN, Plymouth, N. Y.: Section leader attached to MTB squadron, Solomon Islands, 26 Feb 1944.

★ PHIFER, Thomas C., Comdr., USN, La Crosconta, Calif.: CO, USS *Ellet,* from 27 May to 10 Mar 1944, as CO, Escort Division 69, from August 1944 to April 1945.

★ WILMOTH, Leonard W., Lt. (jg), USNR, Bloomington, Ill.: As fighter director officer in advance destroyer picket group, coast of Okinawa and Shikkokuer, from 17 Mar to 10 Apr 1945.

★ WINSTON, Francis L., Lt. Comdr., USNR, Long Island, N. Y. (posthumously): Fighter director officer on staff of CTF 38.2, from 10 Nov 1944 to 25 Jan 1945.

First award:

★ ADAMSON, Robert W., Lt., USNR, Glens Falls, N. Y.: Communications officer and operations officer, LST Flotilla watch, in action against enemy forces in Aleutians, Marshalls, Marianas and Philippines.

★ ARCHER, Earl M., Lt. (then Ens.), USN, Vallejo, Calif.: For heroic achievement while serving on board a US submarine, in enemy-controlled waters.

★ BEARDSLEY, Philip A., Lt., USNR, St. Paul, Minn.: CO of a company of the 1st Beach Battalion during invasion of Southern France, 15 Aug 1944.

★ BECK, Edward L., Rear Admiral (then Comdr.), USN, Palmetto, Fla.: CO, USS *Phelps,* in action against enemy forces, Pacific war area, Feb to May 1942.

★ BENCHLER, Harry R., Lt. (then Lt. (jg)) USNR, New York, N. Y.: Boat wave officer, during landing operation in Marianas Islands, 15 une 1944.

★ BIELE, Edward C., Lt. Comdr. (then Lt.), USNR, Yonkers, N. Y.: Plotting officer, USS *SeaDevil,* third war patrol, from 7 Feb to 20 Apr 1945.

★ BROOKFIELD, Samuel L., Lt., USNR, New York, N. Y.: Legal officer and staff division officer, Transport Squadron Commander 17, Pacific Ocean areas, from 18 Dec 1944 to 19 Nov 1945.

★ BROWN, Allen D., Capt., USN, Los Angeles, Calif.: CO, USS *Vincennes,* during action against Japanese on 26 Oct 1944.

★ CANNEY, Frank C., Lt., USNR, Norfolk, Va.: While serving in USS *Franklin,* Kobe, Japan, 19 Mar 1945.

★ CARMICK, Edward S., Comdr. (then Lt. Comdr.), USN, Saratoga, Calif.: CO, USS *Sargo,* seventh war patrol, in enemy waters, from 27 May to 9 July 1943.

★ CARSON, John H., Rear Admiral (then Capt.), USN, Danville, Va.: While on staff of Commander Cruisers, Battle Force; Commander Anzac Forces; SouWesPac, 1942.

★ CASSEDY, Gerard J., Lt., USNR, Westport, Conn.: CO, USS *LST* 317, during assault and invasion of France, June 1944.

★ CHAPMAN, Charles H., Lt., USNR, Longview, Tex.: Gunnery officer, USS *Hilary P. Jones,* in fire support operations, coast of Franco-Italian Riviera, from 7 to 30 Sept 1944.

★ CHRISTOFFERSON, Lloyd F., Lt (then Lt. (jg)), USNR, Duluth, Minn.: Assistant navigator, USS *Pogy,* fifth war patrol, from 15 Jan to 8 Mar 1944.

★ CLOSE, Hugh W., Jr., Lt., USNR, Lansdowne, Pa.: For heroic achievement while serving in USS *Franklin,* Kobe, Japan, 19 Mar 1945.

★ COOK, Allen P., Jr., Lt. Comdr., USN, Mayfield, Ky.: Damage control officer and first lieutenant in USS *Nevada* during invasion of France, June 1944.

★ COOKSEY, Benjamin H., Lt., USNR, Prichard, W. Va.: Communications officer of ComTransRon 17, in action against enemy forces in Pacific Ocean areas, from 18 Dec 1944 to 18 Nov 1945.

★ DAVIS, Lewis F., Comdr. (then Lt. Comdr.), USNR, Jonesboro, Ark.: For heroic achievement while serving in USS *Franklin,* Kobe, Japan 1,9 Mar 1945.

★ DODGE, Harry B., Capt. (then Comdr.), USN, Portland, Ore.: CO, USS *Seal,* sixth war patrol in enemy waters, from 2 Apr to 3 June 1943.

★ DREW, Harold E., Jr., Lt. Comdr. (then Lt.), USNR, Orange, Conn.: Diving officer, USS *Bergall,* second war patrol, from 2 Dec to 23 Dec 1944.

★ DURR, Charles G., Lt., USNR, Bellingham, Wash.: For heroic service while serving in USS *Franklin,* Kobe, Japan, 19 Mar 1945.

★ ESCH, Arthur G., Lt. Comdr., USN, Washburn, Ill.: While serving in USS *Louisville,* Battle of Suragao Strait, 25 Oct 1944.

★ EVERSOLE, John S., Lt. Comdr., USN, Columbus, Ohio: Assistant maintenance officer for commander, administrative command, amphibious forces, Pacific Fleet, from November 1943 to May 1945.

★ FETTERMAN, Donald L., Lt. (then Lt. (jg)), USNR, Reading, Pa.: Wave commander of landing boat group of an assault transport ,pacific war area, from November 1943 to June 1944.

★ FISHER, Irving S. Lt. (then Lt. (jg)), USNR, Portland, Me.: Photographic interpreter on staff of Commander Second Carrier Task Force, Philippine Islands, Formosa, Nansei Shoto, coast of Indochina, from 2 Oct 1944 to 25 Jan 1945.

★ FUOSS, Ralph A., Comdr. (then Lt. Comdr.), USN, Altoona, Pa.: Fighter director officer and flight deck officer, USS *Princeton;* fighter direction officer, USS *Trathen,* USS *Santa Fe,* from 25 Feb 1943 to 11 May 1944.

★ GARDNER, Stephen P., Lt., USNR, Mission, Tex. (postmumously): Torpedo officer, USS *Snook,* seventh war patrol, from 6 Sept to 18 Nov 1944.

★ GATES, Lloyd A., Lt. (jg), USNR, San Francisco, Calif.: CO of a support ship from September 1944 to June 1945, and during assault and capture of Okinawa and Ie Shima.

★ GENEROUS, Percy D., Lt. Comdr., USN, Onamia, Minn. (postmumously): Flight deck officer, USS *Hancock,* Philippine Islands, from 10 Oct 1944 to 2 Jan 1945.

★ GEVALT, Frederick C., Jr., Lt. Comdr. (then Lt.), USNR, Boston, Mass.: As a company medical officer of 2d Beach Battalion, during assault on France, 6 June 1944.

★ GIBRS, William W., Lt., USNR, Miami, Fla.: As flag lieutenant for Commander 4th Fleet, and ComSoLantFor, 11 Nov 1944 to 2 July 1945.

★ GILMAN, Carl J., Lt. Comdr., MC, USNR, Boulder, Colo.: For surgical and medical assistance while serving in USS *Santa Fe*, vicinity of Shikoku, Japan, from 19 Mar to 20 Mar 1945.

★ GUNNELL, Albert L., Jr., BM2, USN, Atlanta, Ga.: For heroic service during the invasion of France, 6 June 1944.

★ GUNNELL, Palmer M., Capt., USN, Long Beach, Calif.: CO, USS *Nantahala*, during a series of fueling operations in South China Sea, from 9 Jan to 20 Jan 1945.

★ HANGER, William A., Lt., USNR, Washington, D. C.: Communications watch officer, Commander Second Carrier Task Force, Pacific Ocean area, from 18 Aug 1944 to 25 Jan 1945.

★ HANSON, Joseph R., Lt., USNR, Elgin, Iowa: As commander boat group attached to USS *Warren*, during assault on enemy held island in Pacific area, from 21 to 23 July 1944.

★ HELMKAMP, Elmer F., Capt., USN, Denver, Colo.: Chief of staff to the Commander Fleet Operational Training Command, Pacific Fleet, Pacific Ocean areas, from 14 Feb 1943 to 8 Aug 1944.

★ HINE, Jonathan T., Lt. Comdr. (then Lt.), USN, Cambridge, Mass.: Torpedo data computor officer, USS *Narwhal*, during fourth, fifth, sixth, seventh and eighth war patrols of that vessel, in enemy waters.

★ HOCHBERG, Raymond A., Lt., (then Ens.), USNR, Akron, Ohio: Boat captain of MTB, Solomon Islands, 25 Feb 1944.

★ HOLDEN, Carl F., Rear Admiral (then Capt.), USN, Bangor, Me.: CO, USS *New Jersey*, in operations against enemy forces in Western Pacific, Philippine and South China Seas, from 24 Aug 1944 to 26 Jan 1945.

★ INTZ, Guy E., Ens. (then COMM), USN, New London, Conn.: In charge of main propulsion plant, USS *Apogan*, second war patrol, from 15 Jan to 5 Mar 1944.

★ JACKSON, Orton P., Jr., Lt. Comdr., USNR, New York City, N. Y.: CO, USS *LST* 522, in action against enemy forces in Atlantic Ocean area during 1944.

★ KERESEY, Richard E., Lt. (then Lt. (jg)), USNR, Montclair, N. J.: CO, MTB 105, in action against enemy forces, vicinity of Solomon Islands, 22 Aug and 28 Oct 1943.

★ KIRBY, Joseph B., Lt. Comdr. (then Lt.), USNR, Waukegan, Ill.: CO, USS *LST* 315, during landing operations in France, June 1944.

★ KNOERTZER, Halford A., Comdr., USN, Deer Park, Wash.: CO USS *Hunt*, during operations against enemy forces, southern coast of Honshu, Japan, 19 Mar 1945.

★ LAMBERT, Michael T., Jr., Comdr (then Lt. Comdr.), USNR, Atlanta, Ga.: Motor minesweeper type commander and as commander of a task unit, in operations against enemy forces in Saipan, Marianas Islands, on 28 and 29 June and on 6 July 1944.

★ LAMBROS, John J., Lt. (then Lt. (jg)), USNR, Towson, Md.: CO, MTB boat during occupation of New Georgia, Solomon Islands, from 1 Aug to 14 Sept 1943.

★ LEFF, Marvin G., Lt. (then Lt. (jg)), USNR, Billings, Mont.: For heroic achievement, while serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ LEONARD, William N., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Assistant and tactical watch officer on staff of Commander, Second Carrier Task Force, Pacific Ocean areas, from 10 Nov 1944 to 25 Jan 1945.

★ MACGILPIN, Harold H., Jr., Lt. MC, USNR, Worcester, Mass.: Medical officer, USS *Ingersoll*, in action against enemy forces in Pacific, from 15 Jan to 2 Dec 1944.

★ MACLELLAN, John A., Lt., USNR, Calumet, Mich.: Intelligence officer on staff of Commander Aircraft, Solomon Islands, from 27 Feb to 26 May 1944.

★ MARTIN, Charles F., Lt. Comdr., USNR, Chicago, Ill.: As staff watch officer on staff of Second Carrier Task Force, during operations against the Japanese, 18 Aug 1944 to 25 Jan 1945.

★ MARVIN, Robert, Comdr. (then Lt. Comdr.), USNR, *Portsmouth*, N. H.: Intelligence officer of an advanced reconnaissance party during an encounter with enemy forces, vicinity of Saint-Malo, France, 2 Aug 1944.

★ MCCORKLE, William H., Lt. Comdr. (then Lt.), CHC, USNR, St. Louis, Mo.: While serving with the 4th Marines, capture of Guam, from 21 July to 10 Aug 1944.

★ MCCLOSKY, Albert P., Lt. (then BOSN), USN, Portsmouth, Va.: As a crewman aboard USS *Titania*, in action against ememy forces in the Mediterranean area, 10 Nov 1942.

★ MCCRES, Victor B., Comdr. (then Lt. Comdr.) USN, New London, Conn.: CO, USS *Hoe*, first war patrol, in Japanese waters, from 27 May to 6 July 1943.

★ MESSICK, Harry J., Lt., USN, New London, Conn.: Plotting officer in USS *Growler*, 10th war patrol.

★ METHVIN, Fliece M., Lt. Comdr. (then Lt. (jg)), USNR, El Dorado, Ark:. Member of UDT 6, during assault and capture of Saipan, June and July 1944.

★ MITCHELL, William H., Ens., USN, Aulander, N. C.: For meritorious service while serving in USS *Craven*, Marianas Islands, from 7 July to 6 Aug 1944.

★ MOYER, Hallard C., Lt., USNR, Lincoln, Neb.: Diving officer, USS *Ray*, sixth war patrol, from 23 Sept to 8 Dec 1944.

★ MYERS, Ernest C., Lt. (then Lt. (jg)), USNR, Mt. Pleasant, Pa.: CO, MTB boat, in action against enemy forces in Solomon Islands, 1 Aug 1943 to 1 Feb 1944.

★ NICKERSON, James D., Lt. Comdr. (then Lt.), USNR, Hopewell ,N. J.: Torpedo data computor officer, USS *Bergall*, second war patrol, from 2 to 23 Dec 1944.

★ O'CONNELL, John J., Lt. (then Ens.), USNR, Brookklyn, N. Y.: Communications officer attached to a communication unit in forward areas, Solomon Islands, 12 Sept 1942.

★ PARKER, Elton C., Capt., USN, Louisville, Ky.: CO of air support unit, invasion and occupation of Iwo Jima and Okinawa, from October 1944 to April 1945.

★ PAWSAT, Ewald H., Lt. Comdr. (then Lt.), MC, USNR, Fond du Lac, Wis.: For heroic services as medical officer with advanced units, Saint-Malo, France, 2 Aug 1944.

★ PIERCE, Phillip F., Lt., USNR, Gloucester, Mass.: Diving officer, USS *Spearfish*,



ninth war patrol, from 7 Nov to 19 Dec 1943.

★ POST, Walter E., Jr., Lt. (jg), USN, Wallington, N. J.: Assistant torpedo data computor officer, USS *Tambor*, ninth war patrol, from 5 Jan to 5 Mar 1944.

★ RAYMOND, Jonathan S., Lt., USNR, Pittsburgh, Pa. (posthumuously): Boat captain and section leader of MTB squadron, Solomon Islands, 26 Feb 1944.

★ ROBERTS, Richard S., Lt. Comdr., USN, Medford, Ore.: Aircraft maintenance officer while serving in USS *San Jacinto*, Western Pacific, from November 1944 to April 1945.

★ ROTHLEIN, Gerard J., Lt. (then Lt. (jg)), USNR, Leonia, N. J.: Boat group officer attached to USS *Monrovie*, Tarawa, Kwajalein, Saipan, Guam, Leyte, Luzon and Okinawa, from 20 Nov 1943 to 1 Apr 1945.

★ SKINNER, Claiborne A., Lt. Comdr. (then Lt.), USNR, Webster Groves, Mo.: Assault boat group commander and beach traffic control officer, during assault and landing on Saipan, Marianas Islands, 15 June 1944.

★ SMITH, Edward G., Jr., Comdr. (then Lt. Comdr.), USNR, Old Lyne, Conn.: CO, LSM Group 5, Philippine Islands, Borneo, Korea, Japan, from 15 Aug 1944 to 15 Aug 1945.

★ SMITH, Elbert S., Lt., USNR, Decatur, Ill.: CO, USS *LCI(G)* 580, during assaults on Lingayen Gulf, Kerama Retto, from January to June 1945.

★ SMITH, Harry L., Jr., Lt. Comdr. (then Lt.), USNR, Winnetka, Ill.: Executive officer, USS *Halsey Powell*, vicinity of Kyushu, Japan, on 20 and 21 Mar 1945.

★ STEELE, Roland B., Lt., USNR, Groton, Vt.: While serving in MTB squadron attached to 7th Fleet, in operations against Japanese shipping, from January to October 1944.

★ STODGHILL, Jesse E., Lt. (then Lt. (jg)), USNR, Rayville, La.: While a member of a reconnaissance party, Cherbourg, France, 27 June 1944.

FANTAIL FORUM

QUESTION: What is your prediction as to aircraft of the future? (Interviews were conducted at Naval Air Station, Willow Grove, Pa.)



George P. Kite, AMM2, Philadelphia, Pa.: The wing area of the planes will be shorter, as the planes will depend on power for lift rather than wing area. Planes will become shorter until they are no longer air planes but rocket ships.



Joseph J. Ganz, AMM1, Philadelphia, Pa.: Aviation's future depends on whether or not speed up to 850 mph can be utilized without harmful results to the plane and pilot. He must be given greater protection by science and medicine.



James F. Dillon, AM1, Philadelphia, Pa.: Greater discoveries be made by metallurgists resulting in the lightening and strengthening of present-day metals. Rivets will be replaced by a streamlined method of joining metals.



Benjamin Hesington, SKD2, Philadelphia, Pa.: Aircraft of tomorrow will be cylindrical in shape and the wings of today will be eliminated. Aeronautiengineers will overcome all fuel, distance and safety difficulties of the future type.



William Schnavely, Pfc., Altoona, Pa.: Many advancements will be made in military aircraft due to the need for faster and more efficient planes. However, personal planes for all still remain a long way off.



Robert O. Lassor, BKR3, Moorestown, N. J.: Future aircraft will be rocket and jet propelled. Something will be done to enable the pilot to withstand the lack of pressure in the higher altitudes. Tires will be made to take fast landings.



Anthony J. Purich, S1, Philadelphia, Pa.: Aircraft of the future will be supersonic and will be land-based due to great speeds needed for take-offs and landings. They will be radio-controlled and fly at heights never before reached.



Robert Hicks, CK3, Philadelphia, Pa.: It is my expectation that atomic guided missiles will play an important role in striking fear in the hearts of all peoples the world over and instilling in them the desire for lasting peace.



Earl Cleveland, Y3, Philadelphia, Pa.: Military aircraft of the future will be pilotless craft capable of flights to any point. Planes will be controlled entirely by central radio and radar operations. The speed will exceed that of sound.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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The Bureau should also be advised if the full number of copies is not received regularly.

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• AT RIGHT: The gallery of buddhas at the Temple of 580 Gentlemen within the Lung Hua Temple in Shanghai fascinates three sightseers while on Saturday afternoon liberty. If their prayers for children are answered, the Chinese place red caps on the buddhas.


CHINESE TEMPLE

CHARTING A COURSE FOR YOUR OLD AGE

You'll be supporting yourself; secure, INDEPENDENT if you make the right decision NOW. Perhaps times will be tough with no jobs . . . even for young men; perhaps you'll have your own business or farm; not breaking even. . . . . But if you decide wisely NOW you won't have to worry then. There will be good money coming in – Government-guaranteed income – for every month AS LONG AS YOU LIVE.



Your Education Officer has a new Navy pamphlet called "Financial Report to A Bluejacket," that may help you to decide. Ask him for one.

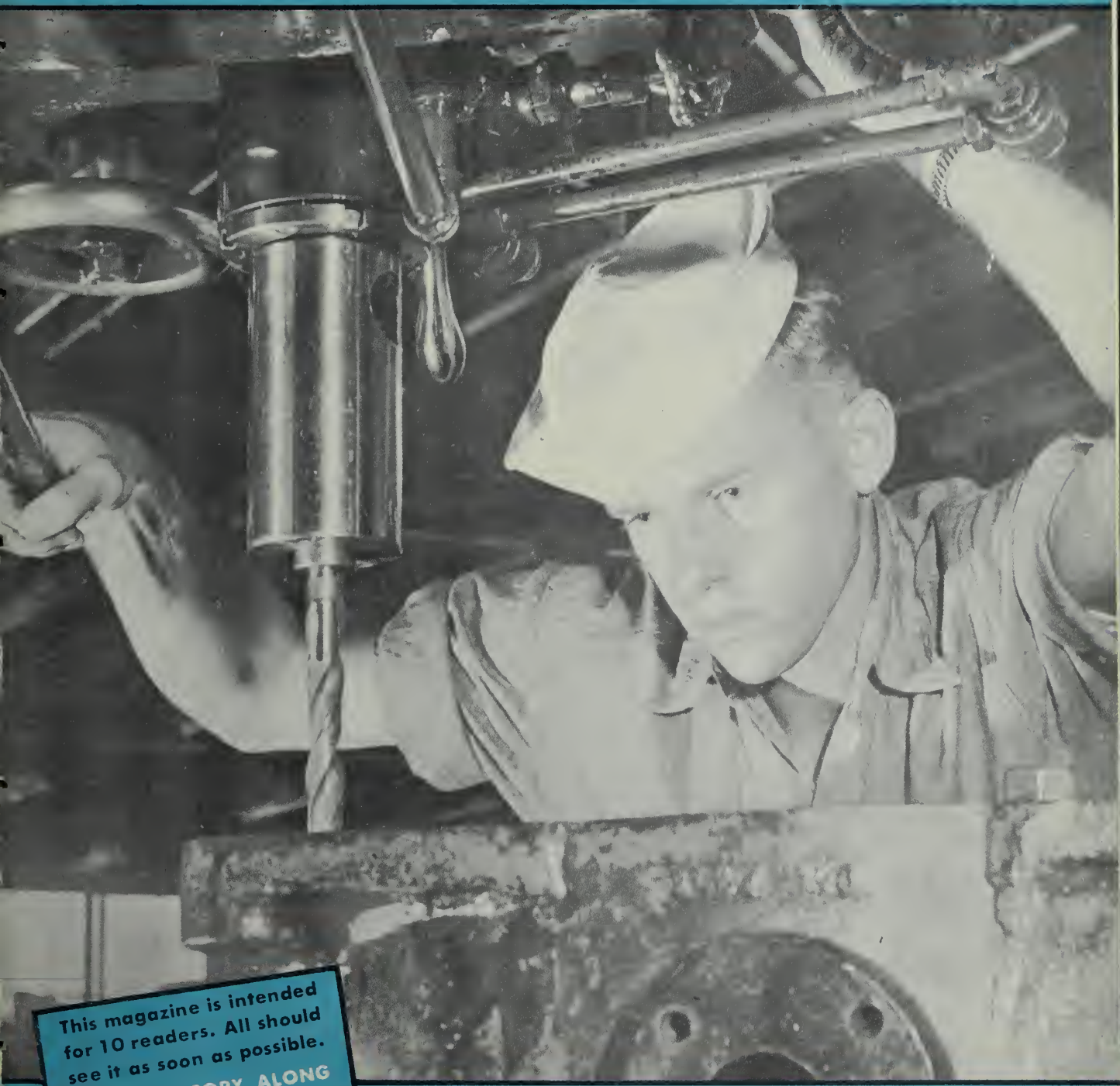
★ ANOTHER REASON FOR REENLISTING

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

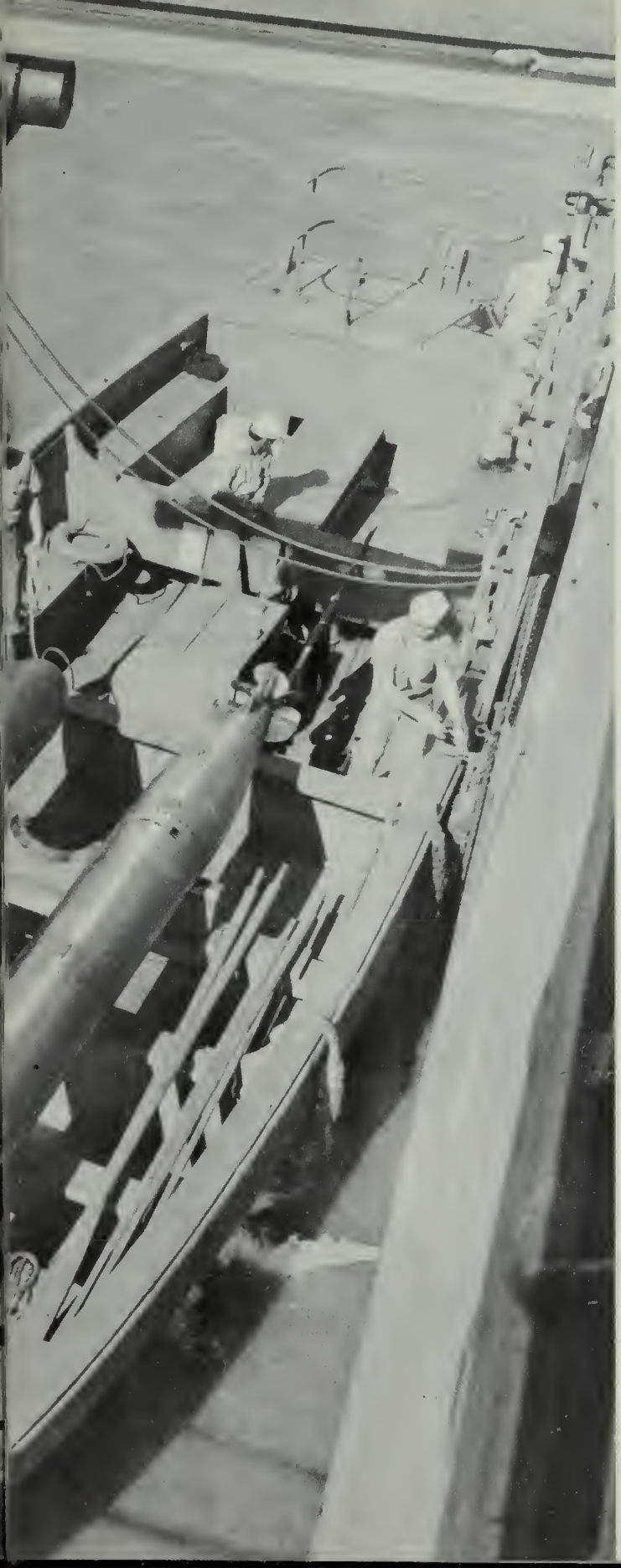


This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

OCTOBER 1947


ON TENDERHOOKS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1947 NAVPERS-O NUMBER 368

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Ships' Roll	2
Sullivan Named SecNav	5
Navy Life in Japan	6
Navy's Peacetime War	8
Off-Duty Pastimes	12
Training Tradevmen	14
Staff Corps Reservists	16
Navy Day 1947	19
The New FMF	20
Navy's Rocket Record	22
Old Ships Honored	26
Letters to the Editor	28
The Word	31
Today's Navy	32
Books: What's New in Reading	38
All-Navy Sports Roundup	39
Bulletin Board:	
Medical Services Corps	40
Tribute Paid Corpsmen	41
Retainer, Retired Pay	42
Personnel to Pay Income Tax	44
Shore Duty Assignments	46
Leave Regulations	48
Alnavs, Navacts	53
Decorations and Citations	56
Fantail Forum	64

• FRONT COVER: A seaman secand class aperates a radial drill as part af his training in the machinists' schaal at San Diego, Calif., Naval Training Statian.

• AT LEFT: Here's a general view af tarpeda activities abaard USS *Fultan* (AS 11). The torpeda in small boat is abaut to be brought an the tender.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photagraphs unless atherwise designoted.

SHIPS' ROLL

THE SKIPPER of USS *Passaic* (AN 87) has reported to BuShips that while steaming in the Aleutian area the ship took a heavy sea and rolled to port about 90 degrees, and that she hung suspended in that unhappy condition for about 30 seconds and then righted herself. She was towed to port.

This same skipper reported the incident to ALL HANDS, and concluded his letter: "We of the *Passaic* do not claim any record for our 90-degree roll, but we do believe it is a fairly good average."

This leads to some conjecture.

Is the *Passaic's* skipper the most modest man in the Navy? He may be, for the usual tenor of such letters to ALL HANDS is that the writer claims a record for the roll his ship took, and he'll fight the next man who says it isn't so.

Is a 90-degree roll a "fairly good average?" It's a little better than a good average, BuShips says, adding that they get a lot of complaints from the Fleet for rolls considerably less than 90 degrees. And any sailor who's ever rolled a mere 45 degrees will concur that 90 degrees would be quite a roll.

Are Navy ships notoriously unstable? The volume of recent ALL HANDS correspondence would indicate that naval vessels habitually assume undignified attitudes, bilge keels flashing in the sunlight and green water licking at flying bridges.

The truth, as usual, is not in the extremes of conjecture. Nor does the truth look, to the man trying to keep his feet in a seaway, the same as it looks to the naval architect at his drafting table. Reports to BuShips indicate, even, that the truth does not always look the same to two persons on the same ship. Because the problem is thus obscured by personal opinion and involved in intricate mathematics, ALL HANDS upped anchor and took it to BuShips.

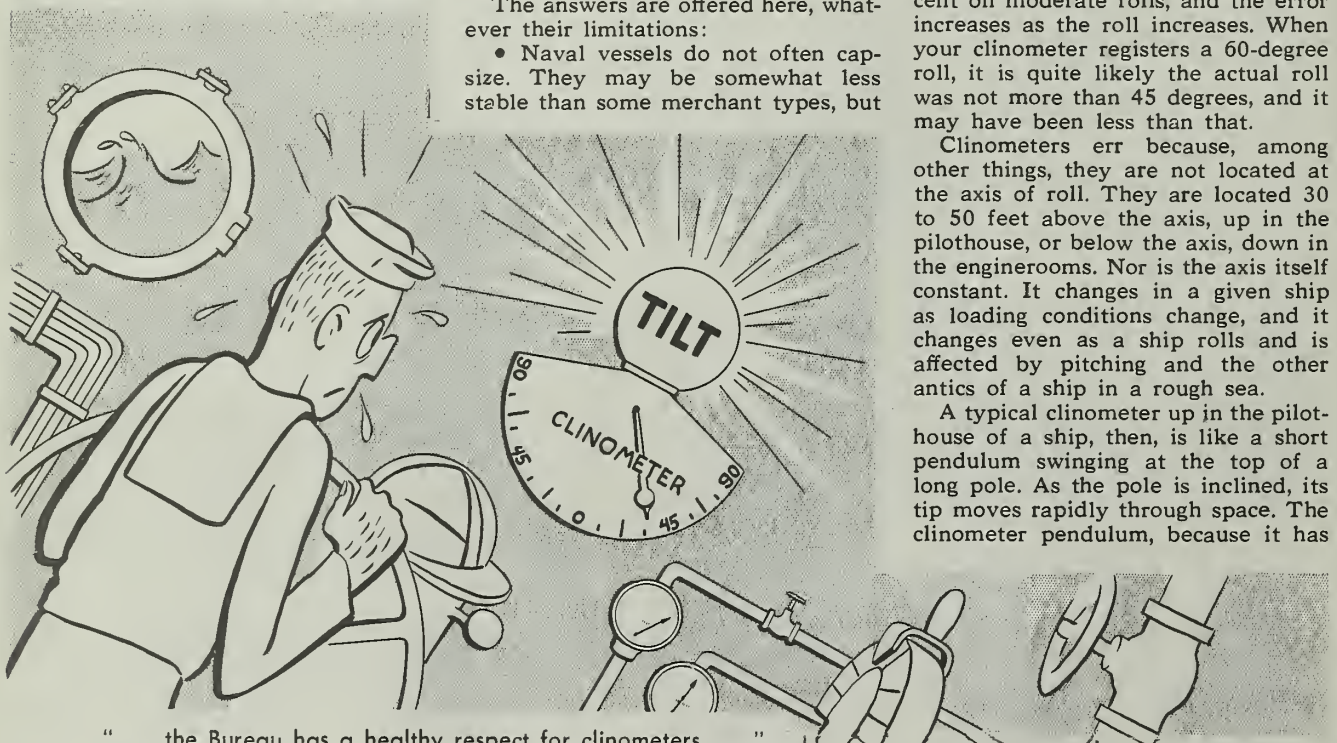
The answers are offered here, whatever their limitations:

- Naval vessels do not often capsize. They may be somewhat less stable than some merchant types, but considerably more stable than many passenger types.
- There are naval types (some submarines, for instance) that can roll 90 degree, although they seldom do, and return. But for most naval ships the limit of roll—the angle of vanishing stability, that is—is considerably less than 90 degrees; perhaps on the order of 70 to 75 degrees. But this generalization must be qualified, as it is below.
- There are occasional reports of naval vessels rolling beyond their design limits. BuShips doesn't say it isn't possible, but BuShips does say it's highly unlikely. And the Bureau has several good reasons for suspecting the accuracy of such reports.
- Lastly, you cannot believe everything the clinometer says.

BuShips is skeptical of many reported excessive rolls, because the Bureau has a healthy respect for the inaccuracies of clinometers. A clinometer may be off as much as 20 per cent on moderate rolls, and the error increases as the roll increases. When your clinometer registers a 60-degree roll, it is quite likely the actual roll was not more than 45 degrees, and it may have been less than that.

Clinometers err because, among other things, they are not located at the axis of roll. They are located 30 to 50 feet above the axis, up in the pilothouse, or below the axis, down in the enginerooms. Nor is the axis itself constant. It changes in a given ship as loading conditions change, and it changes even as a ship rolls and is affected by pitching and the other antics of a ship in a rough sea.

A typical clinometer up in the pilothouse of a ship, then, is like a short pendulum swinging at the top of a long pole. As the pole is inclined, its tip moves rapidly through space. The clinometer pendulum, because it has



". . . the Bureau has a healthy respect for clinometers . . ."

inertia, first lags back of the swing and then, as the swing slows at its limit, the inertia hurls the pendulum past the limit of swing.

A bubble clinometer is subject to the same error for the same reason. BuShips says it could build a gyro-clinometer that would be relatively more accurate, but it would hardly be worth the expense. Besides, it might have a very depressing effect on your claims that your ship is the rollingest ship in the Navy.

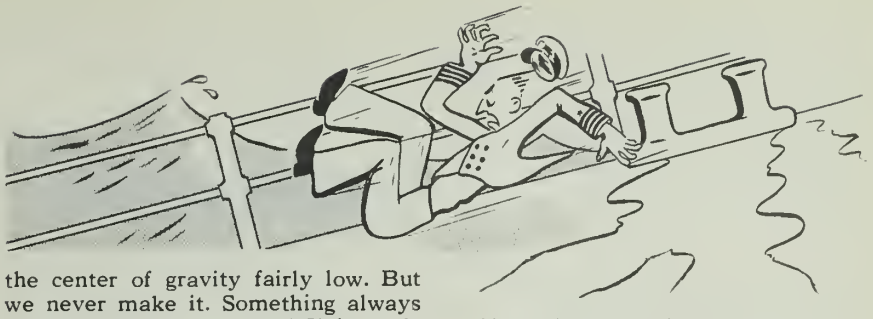
Clinometer errors account for many reports of heavy rolling, but it still may be possible that ships have in instances rolled beyond their design limits and returned safely. Such instances do not prove the designers wrong. On the contrary, they demonstrate that in the science of ship stability there are many imponderables —the loading condition, the course and speed and their relation to waves and wind, the state of the sea—and that the designer cannot possibly account for all of them. He can just tell you what a ship will do under average conditions, and give you some advice as to what you can do when the conditions are not average.

The naval architect is in an awkward position. He works in a rapidly expanding science, in which there are still a number of uncertainties. His effort is reviewed by a vociferous, very critical audience. As one of them said, "We get complaints they roll too much. We get just as many statements that they do not roll as much as might be expected."

Naval architects must be philosophers, too. Those who design combatant hulls are faced with demands for more speed, more range, greater firepower, more and better characteristics within each type. The result is a trend to build ever bigger ships within types, and so we get 2,200-ton tin cans and 45,000-ton battlewagons in place of the old four-stackers and cage-masted ships-of-the-line.

We also get a ship with so many bigger and better characteristics that it becomes quite a trick to design it to float in an upright position. Sometimes it seems to the naval architect that the Navy's bureaus and offices would like deliberately to hang big weights from the yardarms.

Caught in this mood, a naval architect sighed, "We like to try to keep the center of gravity fairly low. But we never make it. Something always comes up, like an armored flight deck, maybe, and up goes your center of gravity again."



Time was when ships were built with but rudimentary reference to the problems of keeping them upright. The emerging science of naval architecture has spotlighted stability, and it increasingly tends to be the first consideration when a naval architect sits down at his drafting table to knock out a new ship. Future naval hulls, you may be sure, will be safer even than today's vessels.

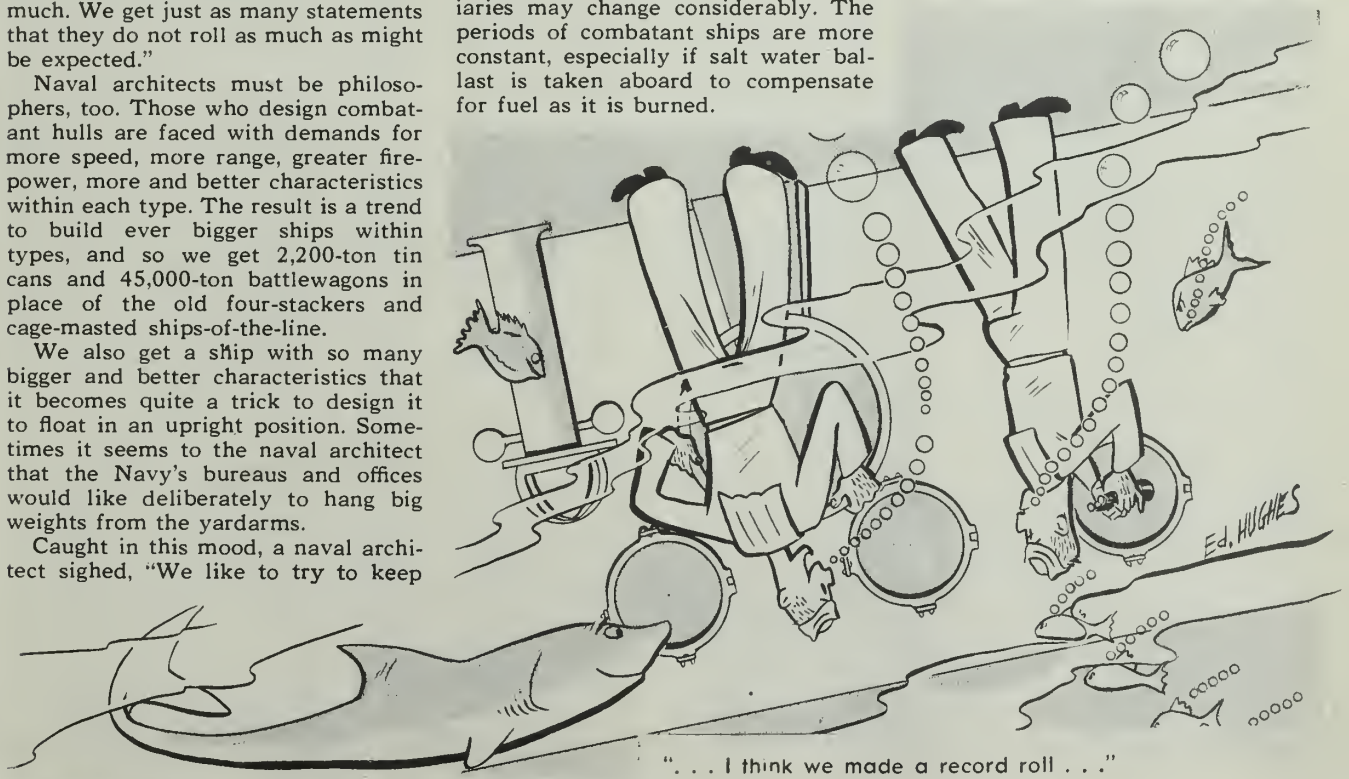
Something the designer thinks about as he tries to stack all the desired characteristics in a given hull is period of roll. A period of roll is the time interval in which a ship rolls from upright, to one side, to the other side, and returns to upright. Each ship has a rhythmic period of roll which remains relatively constant for given loading conditions. But because loading affects the period of roll, the periods of merchantmen and naval auxiliaries may change considerably. The periods of combatant ships are more constant, especially if salt water ballast is taken aboard to compensate for fuel as it is burned.

There is also a phenomenon known as wave period. The period of waves in a given sea condition is measured by the time interval required for a wave crest to move a distance equal to the distance between wave crests.

The ship has a rhythm and the waves have a rhythm. As you might expect, it is when the two rhythms coincide that heavy rolling may be encountered. The reason is that comparatively little effort may be required to induce a ship to roll, if the force is applied in synchronism with the natural period of roll. You can believe this if you've ever swung a small blonde in a playground swing.

On the other hand it is not easy to induce a ship to roll out of rhythm with her natural period of roll. A strong force, a heavy sea, may tend to break the natural period of roll, but the ship tends always to resist rolling out of rhythm and to return to her normal period of roll.

It's not surprising that the design-



". . . I think we made a record roll . . ."

ers have thought of this, and thus the effort is made to design ships with periods of roll that will not normally coincide with wave periods. This can be done because a ship's period of roll can be calculated before she is built, and because the periods of waves tend to be similar all over the seas within a fairly limited range of variation.

But the designers cannot control wave conditions, and so occasionally a ship finds herself rolling in a sea that is synchronized with her period of roll. A sensible and effective remedy in such a sea is to change course, and perhaps speed.

The naval architect does not attempt to build too much stability into a naval ship. If he did, the period of roll would necessarily be short, and it would synchronize more readily with waves. The ship's excessive stability would mean a short, snappy roll, making the ship a poor gun platform, and a poor platform, even, to try to stand up on.

Too little stability also is undesirable, despite the fact it gives a comfortable ride. The period of roll of an unstable ship is long and gentle. The ship may be safe normally, but naval vessels must be built to withstand damage. And building a ship with a long, slow, gentle roll—a ship with little stability—would mean she would have a minimum of reserve stability. A little flooding after battle damage might capsize her.

So the naval architect must compromise. He designs a ship with a roll slow enough that it will not easily synchronize with normal wave periods; and with such characteristics a ship provides at least a good, if not the best, gun platform. But he does not design a very slow-rolling ship with poor reserve stability.

The difference in design between naval and other hulls was apparent when the Navy acquired passenger liners for use during the war. Some



"Showoffs!"

liners, whose passengers had long enjoyed their comfort at sea, were so unstable it was not worthwhile to convert them to naval use. Others were converted to bring them closer to naval requirements.

One vessel taken over from an Axis power is a case in point. She may have been a first class luxury liner, but she gave Navy designers the horrors. The vessel, built to roll slowly, was further slowed—further unstabilized, that is—by an installation known as anti-rolling tanks. These were tanks located outboard in the hull, and connected across the beam of the ship by ducts. As the ship rolled to port, water would flow out of the starboard tank, through the duct and into the port tank. The weight of water in the port tank would retard recovery from the roll, imparting an easy, graceful motion to the ship. As she finally rolled back, the water would begin to flow into the starboard tank, weighting down the starboard side. And so on.

This installation took advantage of a phenomenon the architects call "free surface effect." It is the tendency of fluid, free in a compartment, to flow to the low side of the compartment and further depress the ship on that side. Naval designers regard free surface effect about as you'd regard a guy who borrowed 10 bucks off you and then dated your girl while you stood his watch. Needless to say, the vessel's anti-rolling tanks were sealed off when she entered naval service. She became a less comfortable ship, more to Navy standards you might say, but she became a safer ship.

Something else designers must consider is the range of stability of hulls they build. They must determine the angle of vanishing stability, the maximum angle to which a vessel may roll and still right herself. The range of stability is calculated for each vessel built, and information is available on board to indicate what it is under varying conditions of loading.

Submarines, as a type, have a generally high range of stability. Most other naval vessels have less. Designers are loathe to state exact figures for any type, because individual ships within a type may vary considerably, and because conditions of load and of the sea vary even more. Don't worry, though. Chances are slim your ship will ever roll so heavily as to approach her maximum design limits.

How about these ships that report, from time to time, rolls in excess of the range of stability? The *Passaic*, for instance.

The answer may be that while range of stability of vessels is computed for the vessel complete and loaded, it does not take into account whatever buoyancy the superstructure may possess. This is logical. BuShips doesn't expect your ship to lie down on her beam ends. But as a practical matter, should a ship roll over on her side, the enclosed parts of her superstructure *might* tend to



buoy her up. If she didn't take too much water down the stack or through hatches, she might be buoyed enough to recover. If a sea were to rise under the superstructure, it would increase the tendency of the buoyant deckhouse to push the ship upright again.

Some such explanation may be the answer to the *Passaic's* roll, but BuShips does not intend to begin computing the buoyancy of superstructures. They're not watertight in the sense that the hull is watertight, and they're of doubtful value for flotation purposes.

BuShips thinks a more probable explanation for l'agaire *Passaic* is that the *Passaic* never rolled 90 degrees at all. A BuShips expert commented: "Working backward from the reported height to which the water rose on the lee side of the *Passaic* on the occasion of her famous 90-degree roll, it would appear that the actual roll was about 45 degrees with respect to the wave surface. Assuming that said spitkit was rolling away from the crest of the wave at the time, and that the slope of the wave was between 15 to 20 degrees, the actual roll with respect to the horizon was probably 60 or 65 degrees. This is within the range of positive stability of the ship."

BuShips explains that such heavy rolls occasionally are reported by ships in sizes up to and including destroyers and fleet submarines. In all cases, the vessels have been running in a quartering sea. The apparent explanation is that the ship chances to roll away from the crest of a wave with which it is temporarily in synchronism. The angle of roll thus is the sum of the ship's inclination with respect to the wave plus the wave's inclination with respect to the horizon. If, in such cases, the lee rail goes under, the pressure of water on the main deck tends to increase the roll and to retard recovery.

BuShips will continue to design ships with good reserve stability. Hull characteristics reports will be available to the men who man the ships and must know them. Ballasting instructions are issued, and it is current doctrine to follow these instructions, including the flooding of emptied fuel tanks.

It is good seamanship that is responsible for much of a ship's performance. And Navy seamanship seems to keep vessels upright with monotonous regularity, despite a naval mission that keeps our vessels on duty in all waters, in all climates, in fair weather and foul, all over the world.

SULLIVAN SUCCEEDS FORRESTAL AS SECNAV

JOHN L. SULLIVAN, an apprentice seaman during World War I, is the new Secretary of the Navy.

The new defense organization under James Forrestal as Secretary of Defense began functioning when Mr. Forrestal was sworn into that position. Mr. Forrestal had been SecNav since May 1944.

Other appointments to serve under the Secretary of Defense were Kenneth C. Royall, former Secretary of War, as Scretary of the Army, and W. Stuart Symington, former Assistant Secretary of War for Air, as Secretary of Air.

None of the three secretaries will have positions on the President's cabinet but they will have access to the President in case of a conflict in viewpoints.

John Lawrence Sullivan was born in Manchester, N. H., in 1899, the son of Patrick Henry Sullivan and Ellen J. (Harrington) Sullivan.

His father met and became a close friend of the late Secretary of the Navy Frank Knox, then a newspaper owner in the New Hampshire city. Mr. Sullivan became a counsel for Mr. Knox' Manchester papers.

In October, 1918, John L. Sullivan enrolled as an apprentice seaman in the U. S. Naval Reserve Force and reported for active duty at Yale University. He was released from active duty in December of the same year.

Mr. Sullivan received his bachelor of arts degree from Dartmouth College in 1921 and entered Harvard Law School, receiving his bachelor of laws degree in 1924.

He entered law practice with his father in Manchester, N. H., after receiving his degree.

Appointed assistant to the Commissioner of Internal Revenue in September 1939, he later became Assistant Secretary of the Treasury on 17 Jan 1940.

After having left his Treasury post in November 1944, Mr. Sullivan was nominated as Assistant Secretary of the Navy for Air and was confirmed on 20 June 1945.

In order to familiarize himself with the duties of his new post, Mr. Sullivan left the day following his confirmation on an extended trip of Pacific combat areas, covering 21,291 miles by plane and 4,900 miles by ship. During the journey he was sworn in to his Navy post on board USS *Shangri La*, then standing off the Japanese mainland as flagship of the second carrier task force.

Mr. Sullivan was confirmed as Under Secretary of the Navy in June 1946, filling the office which had been vacant since the resignation of Artemus L. Gates in December, 1945.



NEW SECNAV is John L. Sullivan, who took over the office vacated by James Forrestal, the first Secretary of Defense under the new U. S. defense organization. Mr. Sullivan previously had served as Assistant SecNav for Air and as Under-SecNav. He had the distinction of being sworn in as Assistant SecNav for Air on board USS *Shangri La* while the carrier stood off the Japanese mainland as force flagship.



NAVY FAMILY enjoys relaxation at Yokosuka beach (above), while chief, his wife and dog take it easy (below) in living room of Japanese-built apartment.



SIT BACK and enjoy that big cigar. Kaje will light it for you, while Kanju brings your slippers and opens your book right where you left off.

Out in the kitchen, Sagao is mixing you a fine, cool drink.

Yours is an average family in Yokosuka, and you have *three* servants whose wages are paid by the Japanese government.

You might have also a valet, a hairdresser or a nursemaid or two, employed at wages which your wife delights to write home about.

There are 193 families like yours living in Griffin Park in Yokosuka, where a majority of naval personnel are stationed.

The 147 new homes, built by Japanese contractors in Griffin Park, follow designs of American duplex, quadruplex and bungalow types. When the housing program is completed, all Navy families in Japan will be living in houses or apartments at least as good as the low cost housing developments in the United States.

In addition to the houses, there are 96 attractive apartments, with one to three bedrooms each, remodeled from Japanese naval barracks in Yokosuka.

The Japanese government furnishes the houses and apartments without cost to the individual or the Navy.

Shortages exist in scarce items such as electrical wares, heavy aluminum pots and pans, baby cribs, rugs and other furnishings. Food comes from the United States, since Japanese production cannot support the occupation forces.

Named after Vice Admiral R. M. Griffin, USN, ComNavFE, Griffin Park



IN JAPAN

is a miniature American town with its own fire department, commissary store and a service station to attend privately owned autos.

Most families have their own automobiles, shipped from the United States, or surplus jeeps which were bought from limited quantities in Japan.

In Japan the auto is more than ever the instrument to a restful week end —a drive to the beach for a picnic, to any of the numerous resorts in the mountains, to the shrines and temples which dot the scenic countryside.

For the family looking for recreation, the base offers Green Beach swimming pool, a ball diamond for the youngsters, and—at the "Yokosuka Yacht Club"—sailboats and dinghys are available.

The highways are generally poor but short trips to nearby ocean and mountain areas are made from larger cities. Trains are modern and include day coaches, dining cars and pullman cars which are available to dependents without cost under the same pro-

Parochial schools of both Catholic and Protestant denomination are open in Yokosuka. In Tokyo, 12 grades in elementary and high school have been established at the American School for Dependents.

Living overseas is no sinecure. As officials tell families before they come: "It is definitely not like living in the States—yet. This is a war ravaged country whose commercial and industrial economy was bled white by continuous war for eight years and by preparation for war long before that."

But it's still fine duty.





ELECTRIC STOVES (above), swimming pool on the base (below) make Yokosuka duty pleasant. Attractive home (below, center) is enjoyed by chief's family.



NAVY'S PEACETIME WAR

THE NAVY is in the midst of its longest fight.

The battleground is the naval hospital; the foe is the ravage done by war to the bodies of naval personnel.

Weapon for the conflict is rehabilitation, a long-range program which is giving renewed hope and courage to disabled men.

Although rehabilitation is a fairly new term in military medicine, its significance is not. The physician always has worked to return his patient to full function as well as full health.

In civilian hospitals, emphasis is placed on the treatment of active disease, because convalescence and its attendant problems of readjustment—mental and physical — take place mainly in the patient's home.

The Navy routine, however, has been for the hospital to be the scene of the patient's complete restoration to normal, so he will be discharged from the hospital to full duty.

Thus, in theory, it was not difficult for naval medical officers to adapt themselves to a further step—preparing the casualties of World War II for their return to a useful role in society, in addition to restoring them to physical health.

In practice, however, this task has presented complex problems of organization, personnel and equipment, especially with regard to certain types of patients: the blind, the deaf and the amputees.

Early in World War II the Navy realized that the struggle would be long, with many casualties resulting. It was then, while plans were being made for the immediate problem of treating the sick and wounded in combat areas, that a long-range program was developed to care for the permanently disabled.

The nation owes a debt of gratitude to those whose disabilities have forced their return to civilian life. This is being discharged, in part, by giving these men every assistance possible in making a satisfactory readjustment. The Navy's program provides not only the ordinary and usual therapeutic procedures for treating the sick and wounded, but physical and occupational therapy, physical training, recreation, social service activities, education and training, educational and vocational counseling, and assistance in individual problems of readjustment to civilian life.

The Navy program operates on the theory that its responsibility for rehabilitation of the individual began when the patient first was wounded or stricken with disease. This responsibility is continued in the hospital until he has recovered and is in condition for return to duty, until treatment for his disabilty has been completed, or until it is apparent that he will require indefinitely prolonged hospitalization requiring transfer to a non-naval agency.

Although the responsibility for vocational training of the disabled veteran rests with the Veterans Administration, the Navy exerts every effort to lay the groundwork for social and economic rehabilitation which must be completed after the individual has returned to civilian life.

Working together, the Navy and VA have developed a plan which effects for the disabled veteran a smoother transition from military to civilian life than would be possible ordinarily under the various public laws. Under this plan, the VA has placed Advisement and Guidance units in naval hospitals to supplement the rehabilitation program. When the ward medical officer determines that his patient will be unable to return to active military duty, he refers him to the VA vocational adviser for counseling in regard to his future civilian plans.

All this takes place before the patient's complete medical recovery and serves to give him purpose and direction during the remaining period of convalescence in the hospital. When a patient is referred to the VA adviser, he receives the same services he would later receive at a Guidance Center. He is given a complete set of psychological tests to determine his interests and abilities; he is given an opportunity to confer as often as he likes with a highly qualified vocational adviser about possible fields of work, employment opportunities and the

CHEERFUL, optimistic outlook is instilled in patient by Navy's rehabilitation program, which has opened the door to hope for the disabled sailor.



training required; he is given an opportunity while in a convalescent status to try out a number of job fields in which he thinks he might be interested. Finally, the patient selects a vocational objective in consultation with the adviser and a VA training officer who later will follow through with him while he is actually training on the job as a veteran.

The plan makes it possible for a patient who is discharged from the hospital one day to enter training for his chosen vocational objective the next day. When a patient's home is situated at a distance from the naval hospital, the VA training officer will already have corresponded with the training officer in the patient's home area. Everything will be ready for his training upon his arrival home.

The signing of Public Law 268 (79th Congress) was a great step forward in the program of vocational training for disabled personnel. It permits personnel, pending final discharge, while still hospitalized, actually to begin their training during convalescence. This has been a great advantage to those whose injuries or illnesses involve long-term recoveries.

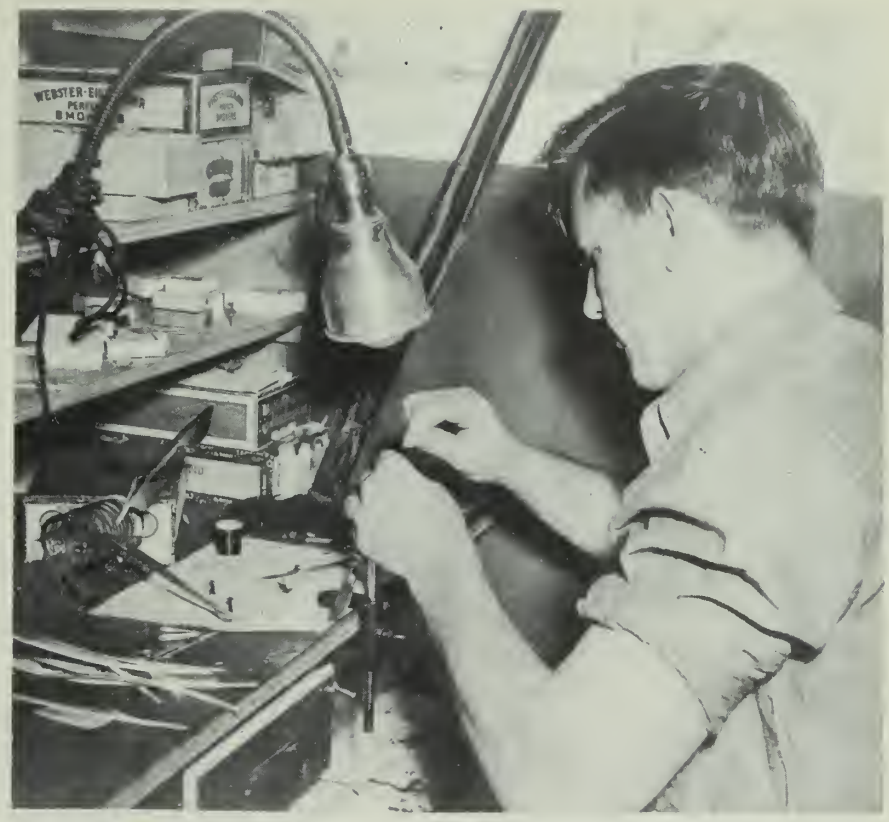
Here's how the Navy plays its role in the vast rehabilitation program:

To begin, rehabilitation imposed a basic change in naval hospitals. Although all these are general hospitals in the sense that they receive all types of cases, it was found necessary to designate certain hospitals as centers for treatment of conditions which require the services of highly specialized staffs. Centers were established for the care of amputees, the blind and the deaf and those suffering spinal cord injuries. Other centers were set up for treating neuro-surgical and plastic surgery cases, tuberculosis, rheumatic fever, infantile paralysis and neuropsychiatric disorders.

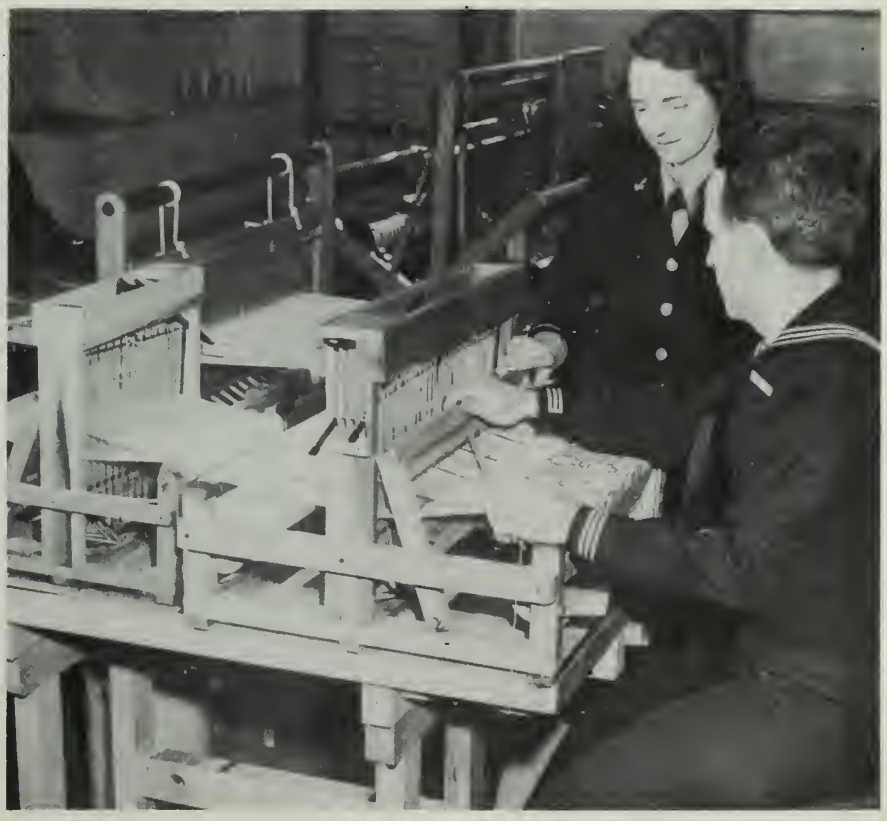
In line with its concept of getting an early start in rehabilitation, the Navy has developed a broad program involving a number of new ideas. It is showing bright promise. Its goal is what doctors call "maximum adjustment"—that is, putting men into the finest possible physical shape, either for further military service or for return to civilian life.

If a man is slated to return to active duty, the intention is to send him back better prepared than when he entered the hospital, better able to play his role in the Navy. For the man awaiting discharge, the goal is to return him to civilian life with the least possible handicap from his disability, and the highest possible preparation for life as a useful citizen.

Seen in this light, rehabilitation in



TYING FLIES for fishing (above), working at loom (below) are but two of many phases of occupational therapy offered by the Navy's long-range plan.





MAT WEAVING is another occupation which appeals to the disabled sailor preparing himself for a useful, productive role in his local community.

the Navy consists of turning out men who are strong, self-reliant, self-sustaining and self-confident. The Navy maintains this is important both to the man and to the nation.

The Navy's plan of attack is to provide complete medical and surgical treatment, coupled with training and welfare services which go far beyond the scope of ordinary hospital care.

It matters not whether the patient's destination is a duty station or civilian life, the routine in the naval hospital is made active within his limitations. The Navy has a new concept of what a hospital should provide, and how much a patient may accomplish while recovering. Educational services officers and physical training instructors work hand in hand with the doctors. Training devices have become as much a part of the hospital as beds.

Working under the doctor's supervision, the physical training experts show patients how they may keep in good trim, even if they can't leave their beds. The patient takes exercise regularly in prescribed amounts, not just to limber up after an injury but to maintain ordinary physical fitness. This phase has something in common with the entire rehabilitation program: it's personalized, tailored to fit the needs of the individual.

The primary aim in rehabilitation is to restore men to active duty, as rapidly as wise medical practice permits. It means a lot to a man who has made the Navy his career to know that an injury received in line of duty is not necessarily going to put him on the shelf. It's the Navy's policy to retain him in duties compatible with his abilities.

But the Navy's plan of rehabilitation is not limited to those men who will be restored to full or limited duty. The same quick, thorough attention is being given men in the second category of patients, those whose disabilities mark them for discharge to civilian life. A decision is made as soon as possible as to which road a man will take. If he is going back to civilian life, he is studied from head to toe in order to send him back in the best shape possible, with a head start toward becoming a useful and happy member of his community.

For the disabled man awaiting discharge, the biggest question posed is that of a job. The Navy tries to see that he has a planned future. If he knows what he intends to do, he can use his stay in the hospital to get into a high state of readiness. The educational resources of many colleges are available to him through correspondence courses, and Navy educational services officers provide material on any subject in which the patient shows an interest.

The Navy believes that no man is handicapped to such an extent that he cannot become a useful citizen. As far as possible, it sees to it that no disabled man will return to his community without being well-equipped physically and psychologically. Whatever has happened, the disabled man is taught that he still has a valuable place to fill in the world. The chaplains, who play a vital role in rehabilitation, do much to replace despair and bitterness with hope and a healthy, optimistic outlook. So do workers of the American Red Cross, who provide all naval hospitals with a program of social service. This organization has been particularly effective in bridging the gap between the hospital and the community. The Red Cross home chapters are an established and continuing source of aid to the patient after his discharge from service to civilian life.

In the Navy's counterattack on dis



BED PATIENT is comforted by special reading stand designed in occupational shop at a naval hospital. Rehabilitation begins at the patient's bedside.

ability, encouraging victories have been won and many improvements devised in techniques and equipment. Use of plastic materials in eye prostheses has been a great improvement over any former method of restoration. The plastic method produces artificial eyes so perfect that they cannot be detected. This does much to restore confidence and assurance to the blind.

Highly encouraging work has been done in treating the deaf. The hearing and speech rehabilitation program offers a type of service never before available to the hard-of-hearing. It has been necessary to integrate several fields to accomplish the goals set here. The Navy's use of new vacuum tube hearing aids exclusively has been an important factor in general acceptance of this superior instrument. By manufacturing its own plastic earpieces to fit the individual ear, the Navy has done much to improve hearing among its patients.

Excellent techniques have been worked out in treating amputees and in training them. If a man has lost an arm or leg, plastic substitutes exactly suited to his needs are manufactured at the hospital by skilled craftsmen who work in cooperation with the doctors. These men continually work to improve prosthetic devices. It's now routine for amputees to learn to drive an automobile, dance and participate in many so-called "normal" functions.

But the devices and techniques developed by the Navy are only one phase in the rehabilitation program. Behind it all is the Navy's idea of restoring the *total* person. The major concern is centered in restoration of the patient's personality.

The deaf are taught speech reading, fitted with hearing aids and instructed in their use; the blind are oriented in their new world of darkness and taught to develop use of other sensory capacities; amputees are taught to use their artificial limbs with great skill. All this enables a disabled person to perform a useful job. But in the Navy's conception, it does much more. It gives these men the opportunity to live full lives—economically and socially sufficient—in a normal world.

The Navy does not take the credit for the successes which are being won in the vast battle against disability. Most of that lies in the will of the patient. The Navy's satisfaction comes from the knowledge that treatment of the patient's whole personality has opened the door to hope and opportunity for the disabled sailor.

NAVY SPORTS HEADED FOR OLYMPIC TRIALS

Pointing toward the 1948 Olympic Games to be held next summer in London, England, the Navy is now embarked on an extensive athletic program expected to reach thousands of personnel.

The U. S. Navy Olympic committee of three Navy officers and one Marine Corps officer, proficient athletes in their own right, will select and arrange for the training of representatives who will compete in the Olympic trials in Philadelphia during June 1948 for a place on the United States Olympic team.

The Navy is pushing hard for representation in the Olympics. Some 145 selected athletes from ships and shore activities will train under the most expert coaching the Navy can provide, at the Naval Academy prior to the Philadelphia trials.

The Navy will benefit from the program as much as the personnel. "A good officer or enlisted man is better if he's an athlete," recreation officials **in BuPers** are saying. "Competition in sports maintains a fine physical condition, makes a man more alert, gives him the will to win and develops the morale of the individual and the activity he represents."

The athletes will compete for places in 11 sports—swimming, track and field, wrestling, boxing, gymnastics, fencing, basketball, modern pentathlon, rifle and pistol shooting, weight lifting, and rowing.

Modern pentathlon is participation by one individual in five events—riding, fencing, running, shooting and swimming.

The teams and individual selections will be determined from the results of All-Navy tournaments and service competitions, by athletic ability known to the Navy Olympic committee and by the screening of Navy and Marine Corps personnel selected by committees under various commands.

An individual must meet the following qualifications for eligibility:

- Be a member of the regular Navy or Marine Corps or a Reservist of either service on active duty, not including Reservists on active duty for training purposes only.
- Be examined and found in excellent physical condition by a medical officer.
- Be a bona fide amateur according to special regulations.

These regulations provide that the athlete must not be or knowingly have become a professional in any sport, must not have received remuneration or compensation for loss of salary, must not have been a teacher receiving remuneration for instruction in physical education or athletics.

The entire Navy sports program is integrated with the Olympic trials.

The All-Navy tennis tournament was held in July and the All-Navy swimming meet was held in August. An all-star Navy basketball team, assembled prior to 1 January, will play a regular schedule and will enter the AAU tournament. If the team finishes as one of the top three in the tournament, it will enter the elimination matches for the U. S. Olympic games. Eight teams will be represented in this meet, four from colleges, the three top teams in the AAU tournament and one YMCA aggregation.

All-Navy tournaments in softball and baseball were slated for September. Similar tourneys are still to come up—football in the second week in December, wrestling during the second week in February 1948, basketball the second week in March 1948 and boxing during the first week of May 1948.

Because continental activities were represented in the Interservice Golf tournament earlier this year, an All-Navy tournament was not held. The All-Navy golf match in 1948 has been scheduled for the second week of August 1948.

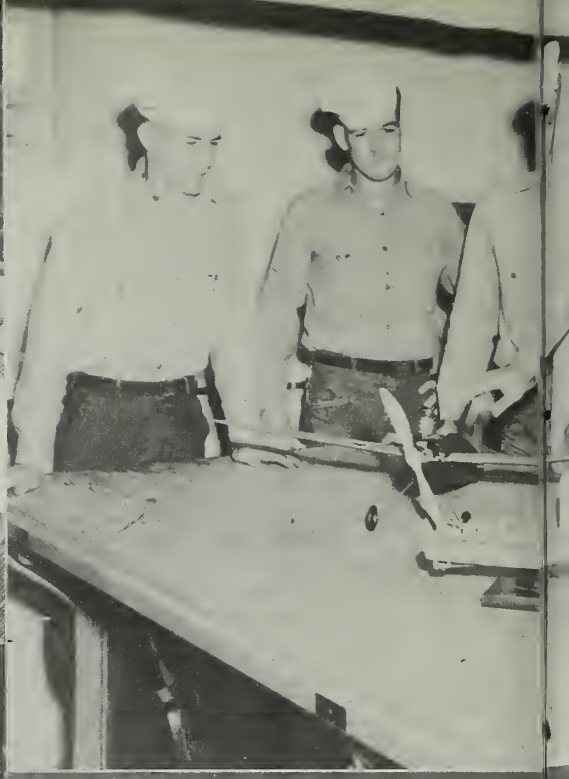
The All-Navy football championship will be determined by a game between the two teams considered best in the Navy and Marine Corps, as selected from their season's record in consideration of all practicable factors, such as competitive scores and the calibre of opposition.

Captain Tom Hamilton, USN, former football and baseball star at the Naval Academy and now head football coach there, is chairman of the U. S. Navy Olympic committee.

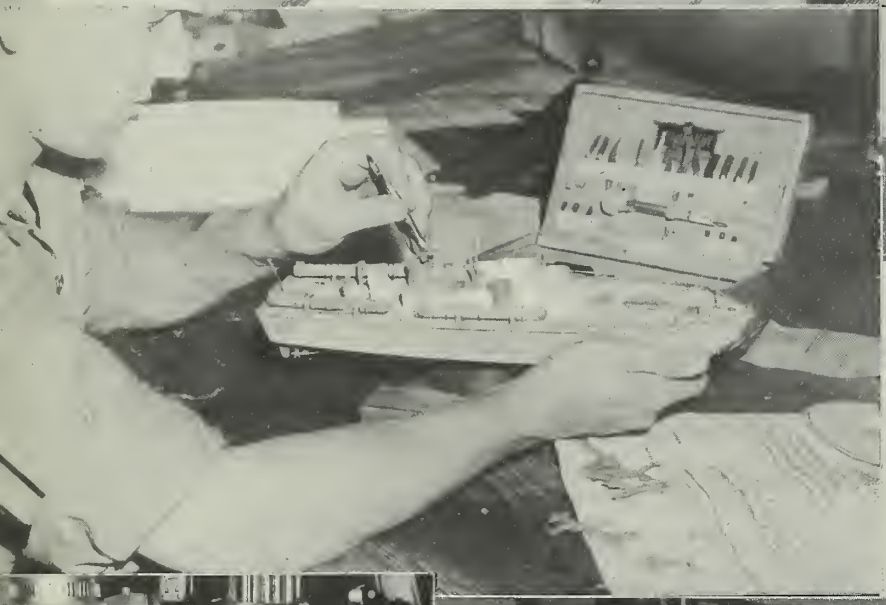
Commander Slade Cutter, USN, a football and boxing star during his years at the Naval Academy, and Commander J. E. Dougherty, USN, captain of the Academy's wrestling and soccer teams in previous years, are the other Navy members of the committee.

Major Alfred Mahoney, USMC, represents the Marine Corps on the committee.

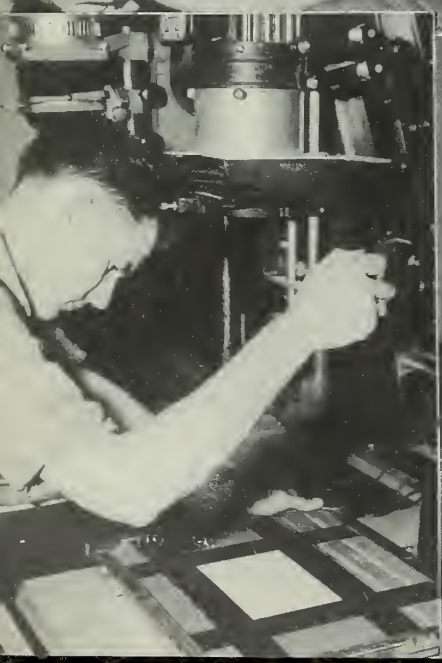




OFF-DUTY

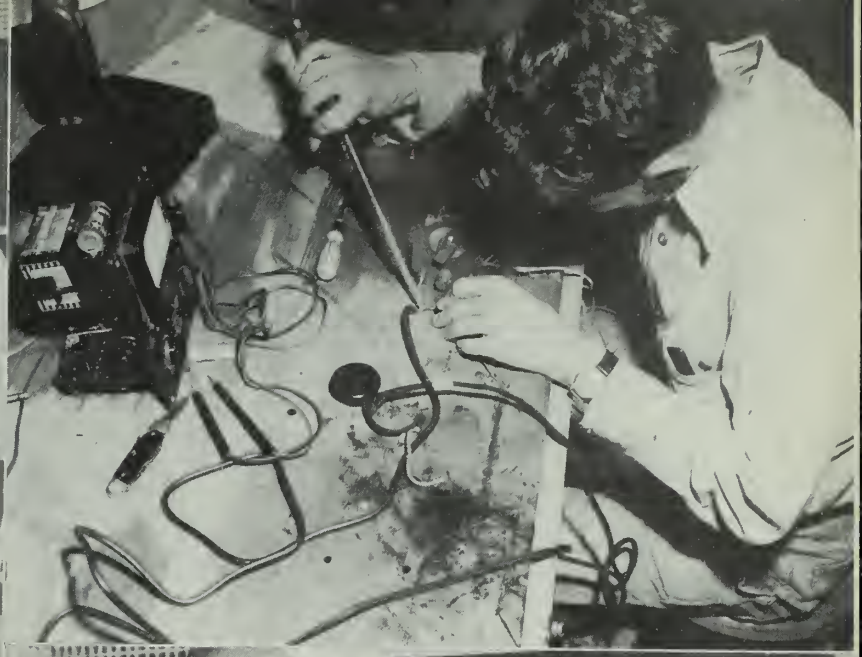


IT'S FUN to make things, especially if your outfit has a well-equipped hobby shop like the one pictured here at NAS, Lakehurst, N. J. Top: A model power boat builder (left) follows a printed guide in assembling the craft; instructors (above) take pride in completed jobs; a radio fan (right) learns to work with the proper tools. Center: A sailor displays (left) the



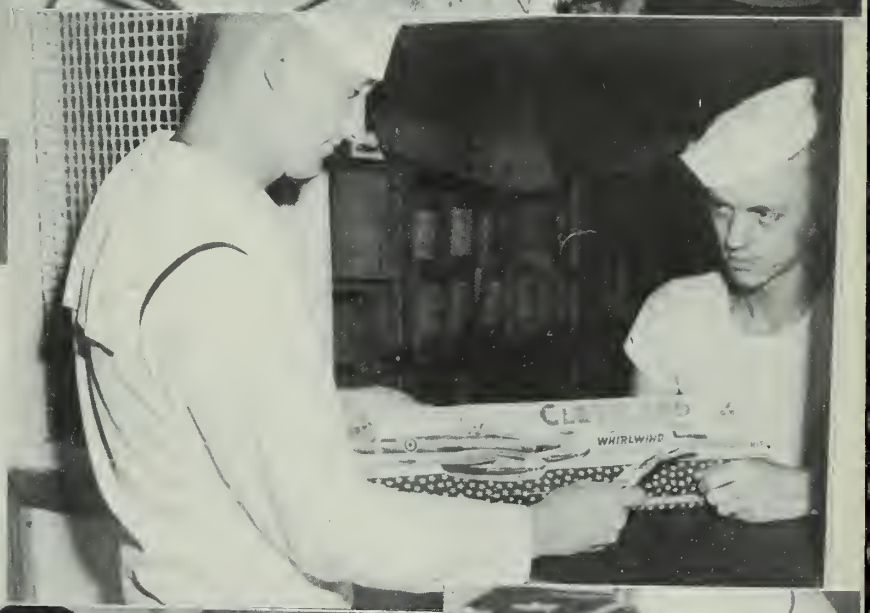


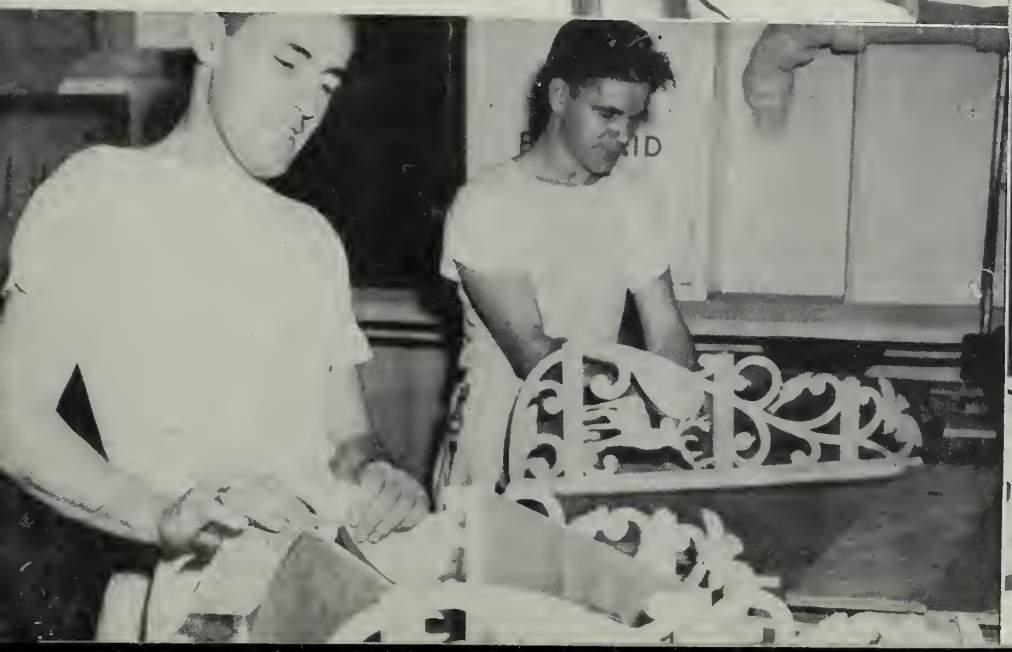


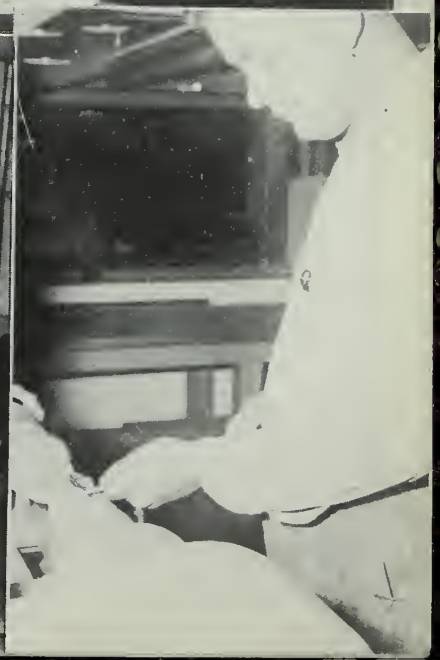


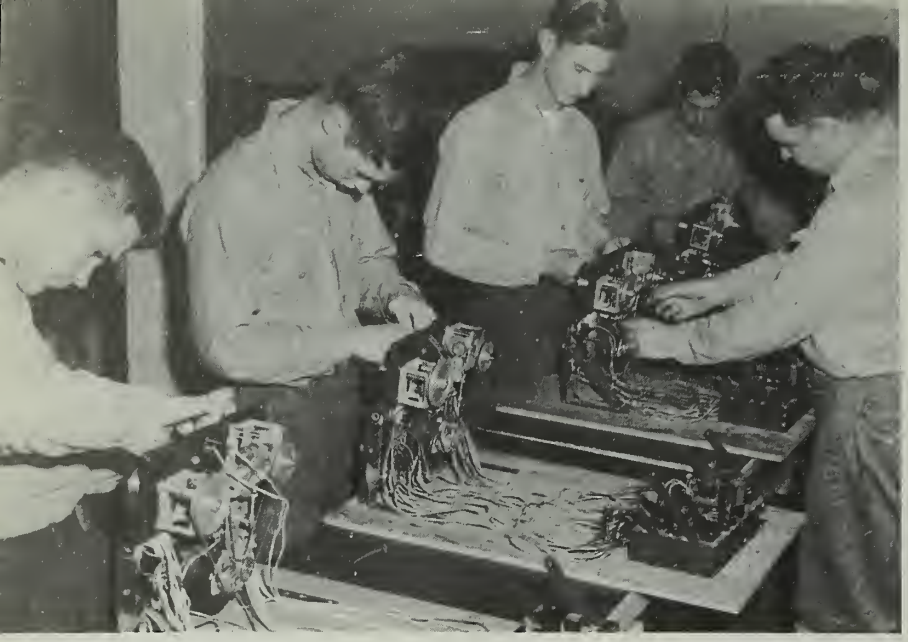
PASTIMES

fine details on his new boat; necessary materials are easily purchased (right) at the shop. Below: enlarging photos (far left); putting wings on a model plane (center left); sandpapering fancy wall shelves (center right); using wood-turning equipment (far right). Hobby craft shops are gaining wide popularity at numerous stations and ships.











TROUBLE SHOOTING is long suit of the SAD. Students repair recording devices (left), learn use of soldering iron (right).

TRAINING TRADEVMEN

EVERY TWO weeks about 14 students trained in the operation and maintenance of special devices graduate from the newly established SAD School at NavTechTraCen, Jacksonville, Fla.

A general service rate, the SAD (Special Artificer, Special Devices) is primarily concerned with operation and maintenance of training devices. The majority of these instruments and devices are produced by the Special Devices Center of the Office of Naval Research.

A comparatively new rate, the SAD is becoming a familiar sight throughout the fleet and shore activities. On board ships SADs can be seen working around such equipment as automatic raters, antiaircraft gunnery trainers, microphones and wire recorders. Ashore, where larger devices are installed, the SADs operate and maintain Link trainers, radar trainers, loran trainers, 3-A-2 free gunnery training devices, operational flight trainers, and other such training devices now in use at most training centers and naval air stations.

The need for SADs during the war was great. With the increased usage of "pushbutton" apparatus in the postwar Navy, the need for SADs is just as great.

SADs are required to handle all sorts of "pushbutton" training devices, from those ranging in size of the "pocket blinkers" weighing less than an ounce to the Link celestial navigation trainers which must be housed in a special air conditioned building. Modern devices in the Navy do everything from helping a radioman learn code to teaching a PB4Y navigator to navigate accurately during a "flight."

About 1 Jan 1948 the SAD rate will be absorbed by the newly established TD or Tradevman (training devices man). Tradevmen will be responsible for the maintenance of devices and will have the added duties of the present SPG, SPT (partially) —and SPTLT rates. The emergency service ratings into which the TD rating will be divided in time of emergency will be TDR, repairman (non-aviation); TDI, instructor (non-aviation); TDV, repairman (aviation);



ANTIAIRCRAFT gunnery trainer is studied in latter phases of instruction at SAD school. Students learn operation, synchronization of this device.

TDU, instructor (aviation). The warrant grade to which a tradevman may advance is radio electrician A10 (training devices technician). It is estimated that our peacetime Navy will need more than 2,000 TDs.

The Jacksonville course is known to the Navy as the Naval School, Special Artificer Devices (Class A). It is of 16 weeks duration with an input of 14 men every two weeks. It is planned that four graduates of each class will be assigned to general service activities and the remainder to aviation activities and the remainder to aviation activities.

During the first four weeks the course covers basic fundamentals of optics, electricity, mechanics, diagram reading and principles of electronics. The principles of these subjects are illustrated while teaching by reference to actual devices and their companents. In addition, there is heavy emphasis on arithmetic, algebra and the use of hand tools.

During the fifth through eighth weeks, the student is given an introduction to the field of electronics, the use of vacuum tubes, and the various electronic circuits involved in training devices. Here the student gets actual wiring experience; first in assembling a typical rectifier and an amplifier, and later in trouble shooting on electronic units which are actually parts of training devices.

The third phase, ninth through 11th weeks, is spent on projection and recognition equipment. The students are thoroughly instructed in the fundamentals of projection equipment, and completely disassemble and reassemble a 16 mm. sound projector.

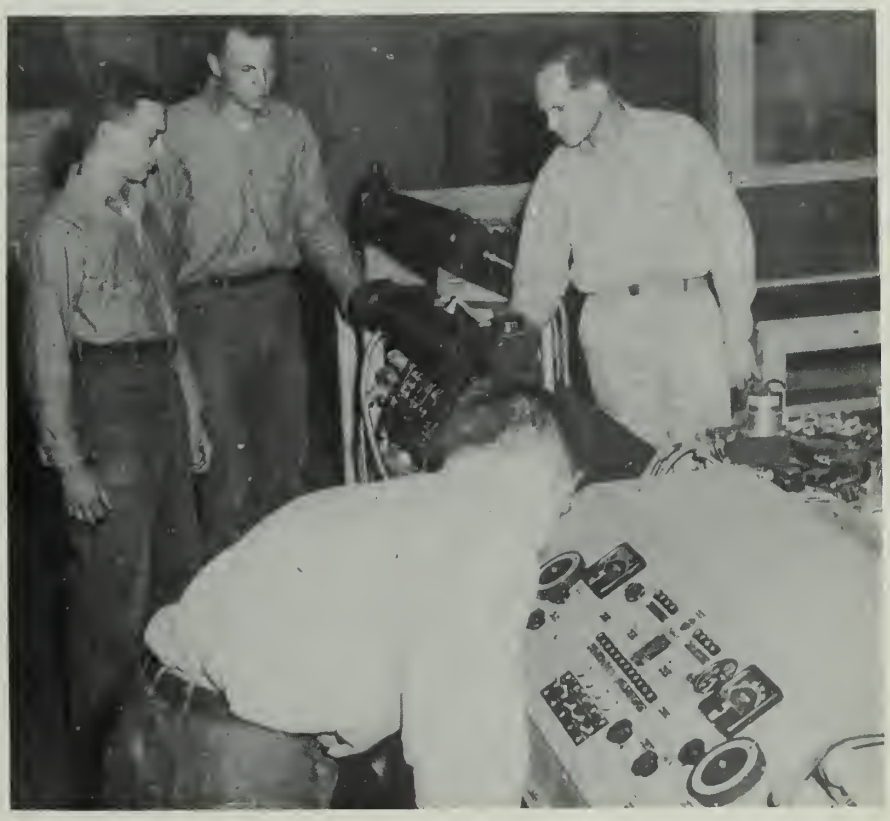
The fourth phase which is two weeks long introduces the students to some of the more complex electronic devices, and covers thoroughly wire recorders, code practice devices, communication trainers and record players.

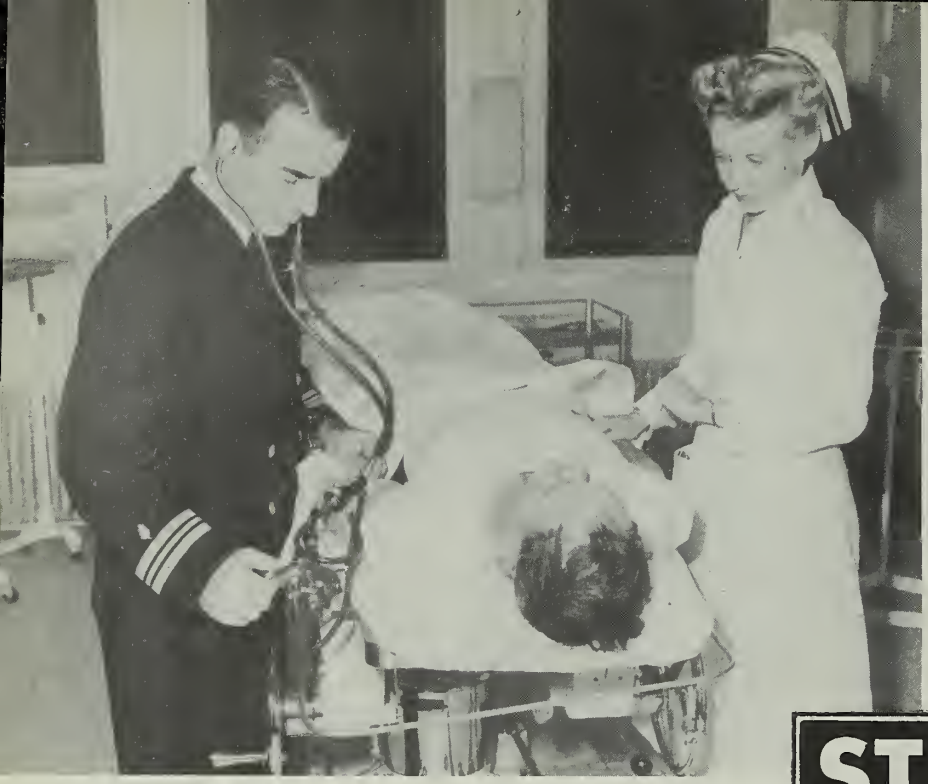
The last two-week phase of the course covers gunnery. The student learns the workings of the well known BuOrd gunnery trainers, Mark 3 and 5, including the 3-A-2, free gunnery training device, gun cameras, and ranging trainers.

Slightly more than 100 students are attending the Naval School, Special Artificer Devices (Class A). Quotas for the school may be requested from BuPers. Prospective student must be either seamen or in a rate in which no shortage of personnel exists. Rated men should not be above third-class rating. Applicants must have 18 months obligated service, and GCT ARI of 110. High school graduates are preferred.



INTRICACIES of sound projector (above), radar training devices (below) are taught students. Class graduates from the new school every two weeks.







STAFF CORPS

TYPICAL of staff officers in today's Naval Reserve are the doctor (above, left) and priest (right), shown in war duties.

THE MAN who kept you healthy, the man who kept you wealthy, the man who kept you wise—you knew these men on active duty.

There were 35,000 of them to administer to your personal needs during the war.

They were the staff officers of your ships and stations—the doctors who attended you in the dispensaries, the supply personnel who paid and fed and clothed you, the chaplains to whom you went for all sorts of advice.

Many of them were Reservists—civilians from hospitals and clinics, from department stores and corporations, from churches and theological seminaries.

Today, most of them have returned to their civilian status. The service of many of them continues in a Reserve capacity.

When a smallpox emergency broke out in Whitestone, N. Y., recently, doctors and corpsmen of the Reserve battalion of that city pitched in to vaccinate some 5,000 citizens lined up at the armory.

When the emergency was over two weeks later, the city health gratefully acknowledged their part: "It was an example of teamwork of the highest order."

Medical personnel of battalion 3-22 earned their second citation for outstanding public service less than 60 days later.

A sleek speedboat caught fire in the East River and a series of explosions resulted. When a launch arrived alongside carrying policemen and firemen, a blazing gasoline tank shot from the exploding craft and smashed into the launch.

Two of the policemen and firemen were killed, nine were injured. A doctor and 10 corpsmen on duty at the battalion armory sped to the scene to administer first aid. Some of the injured were removed to the armory to await ambulances.

Throughout the nation, staff officers of the Naval Reserve carry out their training.

Like other branches of the Naval Reserve, the Chaplain Corps Reserve is planned to be large enough to meet the needs of the Navy, Marine Corps and Coast Guard in case of a necessary mobilization.

The number of chaplains now on inactive duty totals 2,300 Volunteer Reservists, many of whom are associated with Organized units.

Coordinating the training and administration of Chaplain Corps Reserve personnel is the task of the district chaplain under each commandant.

Out of the 2,800 chaplains on active duty during the war, only 416 are left to serve the entire Navy. This small number welcomes the services of other chaplains reporting for training duty.

By the time Chaplain Merle S. Irwin, USNR, associate pastor of the Presbyterian church in Westfield, N. J., completed his 14-day cruise on board USS *Leyte*, he had conducted church services which drew a total attendance of 2,179, held funeral services once and communion several times and became fleet athletic officer for the Mediterranean Fleet, supervising 132 events.

Four Reserve chaplains recently returned from training duty on board ships participating in the midshipmen's summer practice cruise from 7 June to 27 August.

Lieutenant William T. O'Connor, CHC, USNR, head of the department of economic and social studies at St. Ambrose College, Davenport, Iowa, reported aboard USS *Randolph* for the cruise.

Lieutenant Richard T. Shawl, CHC, USNR, took leave from the Methodist church in Patuxent, Md., for training duty on board USS *Kearsarge*. On board USS *Wisconsin* was Lieutenant James J. Cullinan, CHC, USNR, of Boston, Mass., and Lieutenant Jerome P. Holland, CHC, USNR, completed his training cruise with the midshipmen and other Reservists on board USS



RESERVISTS

ENLISTED MEN are playing important role in Reserve program of staff corps. Storekeeper at NAS (above) checks plane gear.

New Jersey.

On active duty in the Supply Corps during the war were 16,000 Reserve staff officers, many of whom are enrolled in the 27 Supply Corps Reserve divisions now activated. Others are assigned to Organized units or have Merchant Marine designations.

The Supply Corps component of the Organized Reserve is comprised of officers and enlisted personnel in quotas assigned to district commandants.

Supply Corps officer of the Merchant Marine component hold the designation SCMR and are qualified for duty as supply and disbursing officers.

During the war, both Regular and Reserve matters were handled by the same administrative organization under BuSandA. After the war, a separate Reserve administration was established under BuSandA's division of Naval Personnel and Training.

This branch now takes care of the Supply Corps Reserve program in addition to administering matters of pay and supply for the entire Naval Reserve program.

Until recently, the officer in charge of BuSandA's newly created Naval Reserve administration branch was Commander Woodbury Adams, SC, USN, a prewar Reservist of long standing. He recently was succeeded by Lieutenant Commander Kenneth L. Jeffery, Jr., SC, USN.

On 10 September 1946, the appointment of officers to serve on active duty in each naval district in connection with Supply Corps Reserve activities was authorized.

These district representatives, ranging from lieutenant to captain in rank, set to work compiling a mailing list of Supply Corps Reserve personnel now on inactive duty living in their area.

The next step was to contact a few key men as prospective commanding officers of Supply Corps Reserve divisions, whose personnel range up to 200 officers and varying numbers of enlisted personnel in each.

In May 1947, a group of officers were called in to Washington from the field to determine their preferences on training media. As a result of this conference, BuSandA is furnishing field activities with greater amounts of source material—prepared lectures, files and bibliographies on many subjects varying from the effects of atomic fission on supply functions to the use of tabulating machines.

Also included are the subjects of climatology, geopolitics, geographics, economics, foundations of national power, comparisons of supply systems of foreign military forces, the mobilization of industry, and others.

Basic subjects in the supply field such as purchasing, warehousing, preservation, materials handling, inventory control, transportation and accounting will also be covered.

The subject material is compiled from several different sources, including the Armed Forces Staff College in Norfolk, Va., the Naval War College in Newport, R. I., the National War College and the Industrial College of the Armed Forces in the nation's capital, the Navy Supply Corps School in Bayonne, N. J., and the Storekeeper School in Chicago, Ill.

At the same time, Reservists keep up to date on changes in routine procedures to maintain their abilities in the event of a national emergency.

For the training of his Supply Corps Volunteer Reserve division in Oakland, Calif., Lieutenant Commander Robert Tarr, SC, USNR, the officer in charge, has organized the unit into three groups—merchandising, transportation and supply.

The transportation group studies air, rail and ocean shipping, cargo loading, and marine terminal operation.

The supply group studies accounting, disbursing, salvage and conservation, logistics and aviation supply.

The merchandising group studies



SPIRITUAL needs of personnel of various faiths are met by Chaplains Corps Reserve, while Supply Corps Reserve (below) attends to more material needs.



clothing and small stores, purchasing and ship's store operation.

One of the important phases of the training program is the two weeks' training cruise, in which Supply Corps personnel step into pay and supply offices to perform similar tasks to those they were familiar with during the war.

Special 14-day courses are conducted at the Supply Corps School in Bayonne, N. J., and at the Army's Quartermaster Food and Container Institute in Chicago, Ill.

The Bayonne trainees divide their time between regular classwork and field trips, which includes visits to such points as the Bayonne Naval Supply Depot, the inactivated ships at Bayonne and activities in the greater New York area such as the Naval Clothing Depot in Brooklyn.

At the Army school in Chicago, the Reservists get the latest word on food—its production, marketing and consumption—and the problems of packaging—fabrication, shipping qualifications and preservation techniques.

Approximately 400 Supply Corps Reserve personnel reported for training duty during the last quarter of the 1947 fiscal year. A tentative quota of 1,000 has been set for similar training during the 1948 fiscal year.

In addition to working out a Reserve program for its own personnel, BuSandA plays an important part in the Reserve plan for the entire Navy.

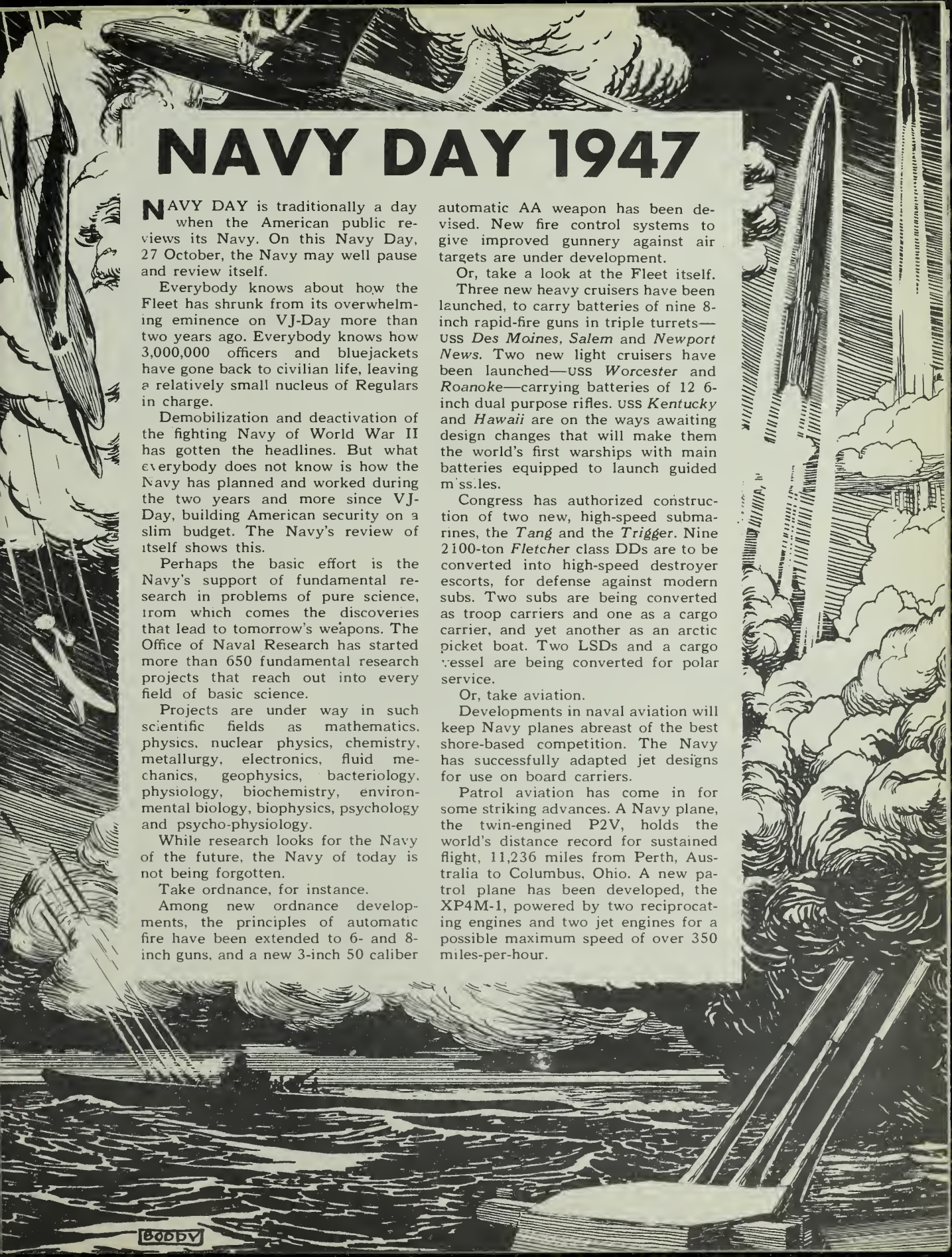
Reservists on training duty are clothed, fed and paid by BuSandA personnel, who also take a hand in furnishing general supplies to Reserve activities throughout the country through the Naval Reserve equipment program.

Stocks of furniture, office supplies, communications gear and other types of equipment were collected from surplus stores throughout the naval establishment and shipped to supply depots in Scotia, N. Y., Clearfield, Utah, and Norfolk, Va.

Three Supply Corps Reserve officers were called to active duty to carry out the functions of receiving, storing, issuing and shipping all Naval Reserve equipment.

Meanwhile, the organization of the Supply Corps Reserve proceeds with increasing impetus. As each division is activated, a district representative usually is present.

Throughout the nation, Reservists of the staff corps continue their training in the pursuit of fulfilling the needs of their wards. They'll be ready, along with thousands of other Reservists, if ever the time comes again for their call to the nation's colors.



NAVY DAY 1947

NAVY DAY is traditionally a day when the American public reviews its Navy. On this Navy Day, 27 October, the Navy may well pause and review itself.

Everybody knows about how the Fleet has shrunk from its overwhelming eminence on VJ-Day more than two years ago. Everybody knows how 3,000,000 officers and bluejackets have gone back to civilian life, leaving a relatively small nucleus of Regulars in charge.

Demobilization and deactivation of the fighting Navy of World War II has gotten the headlines. But what everybody does not know is how the Navy has planned and worked during the two years and more since VJ-Day, building American security on a slim budget. The Navy's review of itself shows this.

Perhaps the basic effort is the Navy's support of fundamental research in problems of pure science, from which comes the discoveries that lead to tomorrow's weapons. The Office of Naval Research has started more than 650 fundamental research projects that reach out into every field of basic science.

Projects are under way in such scientific fields as mathematics, physics, nuclear physics, chemistry, metallurgy, electronics, fluid mechanics, geophysics, bacteriology, physiology, biochemistry, environmental biology, biophysics, psychology and psycho-physiology.

While research looks for the Navy of the future, the Navy of today is not being forgotten.

Take ordnance, for instance.

Among new ordnance developments, the principles of automatic fire have been extended to 6- and 8-inch guns, and a new 3-inch 50 caliber automatic AA weapon has been devised. New fire control systems to give improved gunnery against air targets are under development.

Or, take a look at the Fleet itself.

Three new heavy cruisers have been launched, to carry batteries of nine 8-inch rapid-fire guns in triple turrets—USS *Des Moines, Salem* and *Newport News.* Two new light cruisers have been launched—USS *Worcester* and *Roanoke*—carrying batteries of 12 6-inch dual purpose rifles. USS *Kentucky* and *Hawaii* are on the ways awaiting design changes that will make them the world's first warships with main batteries equipped to launch guided missiles.

Congress has authorized construction of two new, high-speed submarines, the *Tang* and the *Trigger.* Nine 2100-ton *Fletcher* class DDs are to be converted into high-speed destroyer escorts, for defense against modern subs. Two subs are being converted as troop carriers and one as a cargo carrier, and yet another as an arctic picket boat. Two LSDs and a cargo vessel are being converted for polar service.

Or, take aviation.

Developments in naval aviation will keep Navy planes abreast of the best shore-based competition. The Navy has successfully adapted jet designs for use on board carriers.

Patrol aviation has come in for some striking advances. A Navy plane, the twin-engined P2V, holds the world's distance record for sustained flight, 11,236 miles from Perth, Australia to Columbus, Ohio. A new patrol plane has been developed, the XP4M-1, powered by two reciprocating engines and two jet engines for a possible maximum speed of over 350 miles-per-hour.

BODDY

THE NEW FMF

THE NAVY'S amphibious punch, the Fleet Marine Force, is well under way in its peacetime overhauling.

The reorganization was planned with an eye to atomic warfare and to give increased flexibility and mobility to marine striking forces.

Elimination of the infantry regimental echelon within the brigade and division, and a more economical use of personnel by assigning the service command a more direct role in future operations, are the two major steps in the postwar transition.

Marine divisions in the past have been made up of a fixed number of infantry regiments, each with a fixed number of infantry battalions. Under the new plan, a division or brigade will have a variable number of reinforced infantry battalions, each capable of independent action. Such reinforced battallions were used with great success in World War II. But atomic developments, which require greater dispersion and decentralization of control, and the fact that the majority of FMF peacetime jobs require smaller commands, were also factors considered by MarCorps headquarters.

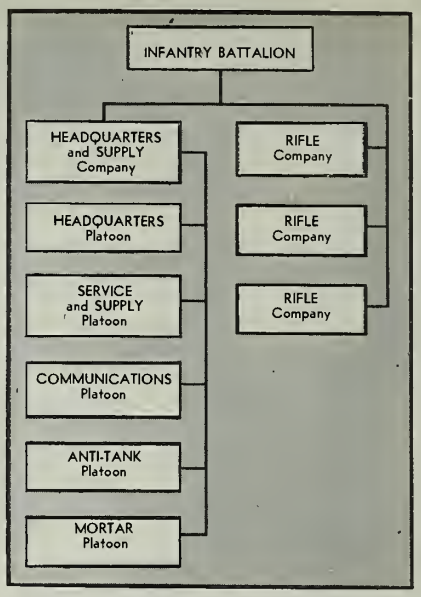
This new combat unit is basically the old infantry battalion expanded to include certain duties and functions previously performed on a regimental basis. The new battalion is made up of three rifle companies and a headquarters and service company. The service company consists of five platoons. headquarters, service and supply, communication, anti-tank and mortar.

A new section of rocket launchers has been added to the anti-tank platoon, which is the former 37 mm. platoon from the old regimental weapons company. In this platoon a pool of personnel is retained which can be used for manning new weapons when procured.

The 105 mm. howitzer platoon was dropped from the new plan mainly because the 105 mm. howitzer motor carriage, the M7, is obsolete and inappropriate for a light, highly mobile force.

Servicing and supplying the battalion is handled by a service and supply platoon. In this unit all cooks and messing personnel, barbers, carpenters and small arms mechanics assigned to the entire battalion are billeted, resulting in greater efficiency over the old organization.

Communications, headquarters and mortar platoons have not been radically changed from the old style force, and the rifle companies of the battalions remain unchanged with the exception of the transfer of their cooks, barbers and small arms mechanics to the service and supply platoon.



NEW COMBAT unit has been expanded to include certain duties formerly performed on regimental basis.

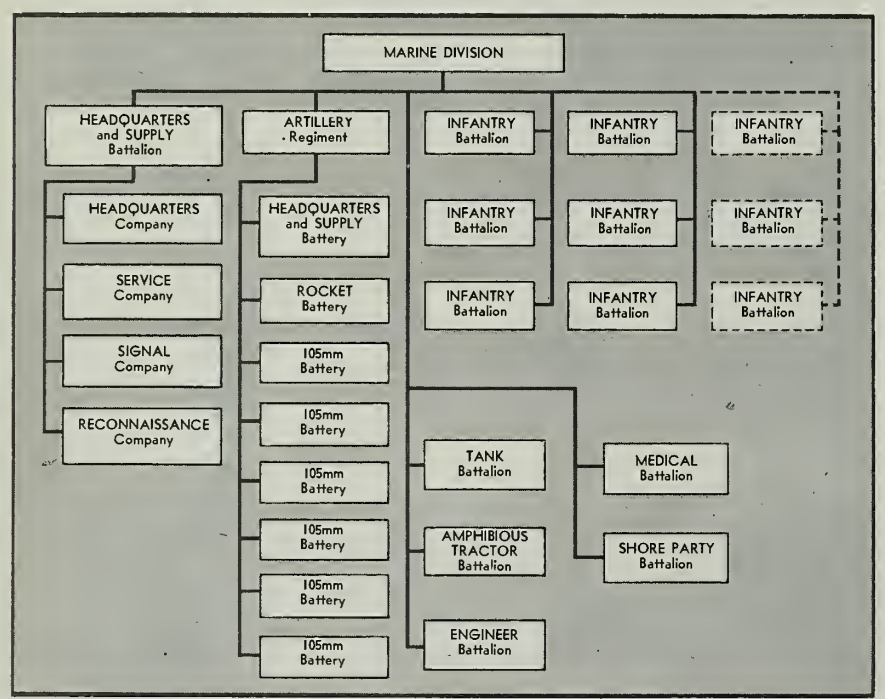
Each of the new infantry battalions carry the names of famed wartime regiments. Thus the Fourth Infantry Battalion is known as the "Fourth Marines." Division and brigades have kept their numerical designations.

As many as nine infantry battalions can be handled by the revised division headquarters, although six is the normal number assigned. This headquarters can supply two command groups which can be detached for control of combat units of two or three reinforced infantry battalions.

In addition to the headquarters company, the division headquarters and service battalion includes service, signal, military police and reconnaissance companies.

The service company serves the headquarters and supply battalion in much the same way the service and supply platoon serves an infantry battalion. It partially replaces the eliminated service battalion and includes a motor transport platoon.

Absent from the new organization is the assault signal company. Its work has been eliminated by including the naval gunfire liaison and air liaison units of the special staff of division headquarters and by inserting the assault signal teams into the communications platoons of the infantry and shore party battalions.



REORGANIZED Marine divisions will have a variable number of reinforced infantry battalions, such as were used with great success in World War II.

Also included in the division's structure are tank, amphibian tractor, shore party, medical and engineer battalions.

The tank battalion consists of a headquarters and service company and two tank companies. The H and S company includes a flame-thrower tank platoon, consisting of two sections of three flame-thrower tanks each. The tank companies have three platoons, five tanks to a platoon.

Only one armored amphibian platoon remains in the amphtrac battalion, but two amphtrac companies with four platoons have stayed in the battalion under the new set-up.

The shore party battalion is the new designation of the old pioneer battalion. Its organization is based on average shore party requirements.

Two engineer companies and a headquarters and supply company make up the engineer battalion. Each engineer company consists of three engineer platoons.

The service battalion and motor transport battalion has been dropped under the new organization, their functions being transferred to the service command. The amphibian truck company, formerly with the motor transport battalion, has been transferred to the amphtrac battalion. Designed to supply beachhead artillery, the amphibian truck company consists of headquarters and two platoons of two sections, each capable of supporting one battery.

The medical battalion has not been changed.

In the same way that the infantry regimental level has been eliminated within the division, the battalion echelon has been omitted from the structure of the artillery regiment, which now consists of headquarters and supply battery, a 4.5-inch rocket battery and six 105 mm. howitzer batteries.

Six howitzer sections are included in each 105 mm. battery. These have sufficient fire control facilities to operate independently. In this way, the number of artillery pieces has been increased from 32 to 36. About one-third of the batteries use 155 mm. howitzers for training and as alternate weapons.

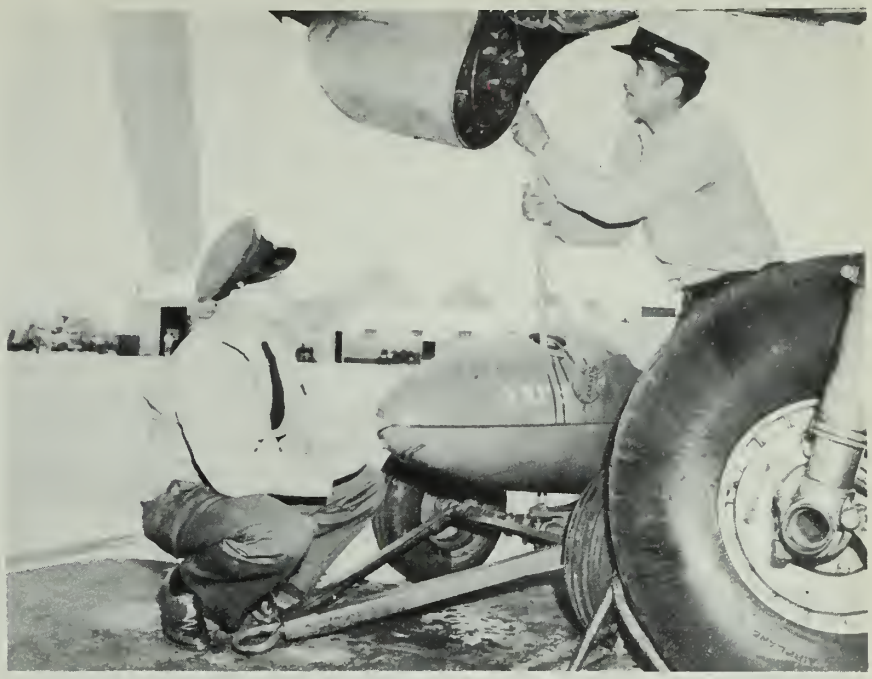
The marine brigade has been reorganized in a manner similar to that of the division. The brigade may include either three or four infantry battalions, although three is the normal number carried.

A flexible service command is available under the new organization. It consists of a headquarters company and such service depots, combat service groups and specialized service units as are needed from time to time. Many service, supply and maintenance jobs formerly performed by tactical units have been transferred to the service command.

The service depots under the new command are prototypes of the wartime base depots—semi-permanent installations—which are equipped to do third, fourth and fifth echelon maintenance as well as handling large reserves of equipment and supplies.

Medium and light types of combat service groups have been designed for the logistical support of divisions and brigades respectively. Their organization varies with the logistical support requirements for a particular operation. When FMF units are stationed within the U. S., these service command units will act as reinforcements for the quartermaster depots.

Force headquarters has been remodeled also, with their topographic companies being dissolved and topographic platoons added to divisions and brigades. The motor transport companies in force headquarters and service battalions have been replaced by motor transport platoons attached to the service companies, making force quarters' service units consistent with the division, brigade and infantry battalion headquarters.



OIL BOWSER is name of contraption being used by its designers at NAS, San Diego, to drain oil safely from aircraft engine. Device came from the junk pile.

CHIEFS BUILD OIL BOWSER FROM SCRAP

Rube Goldberg isn't the only man in the world who can make workable gidgets and gadgets out of mere junk.

Out at NAS, San Diego, two aviation chiefs browsed around the scrap pile and came up with what turned out to be an economical contraption for the NATS' Air Ferry Squadron Two.

Dressing up a VF type droppable fuel tank and placing it on a Mark II bomb trailer, J. J. Vitco, ACMM, San Diego, Calif., and D. E. Smith, CSKV, Seattle, Wash., devised a unique and handy method of disposing of used engine oil.

This 150-gallon tank can be wheeled quickly and easily under any of the 30 aircraft types handled by VRF-2. The oil is drained into its filler opening directly or with the aid of an extension tubing. After draining, a fuel strainer permits a visual check of conditions of the used oil before it is sold to commercial firms for reclaiming.

Aside from saving the Navy many man hours of work, this unique oil-catching contrapton practically eliminates fire hazards so prominent whenever draining oil from airplanes. Other naval aviation activities that use portable oil bowsers may find it worth while to construct a similar oil tank.

NAVY'S ROCKET RECORD

SWOOSH . . .
. . . "the rockets' red glare . . ."

It looks like the Fourth of July, but it is an experimental rocket being launched at the White Sands Proving Ground, New Mexico.

Here where space is plentiful and communities far apart, the Navy, in collaboration with the Army and other scientific organizations, is conducting a most extensive research program in the development of rockets for peace and war time usages.

Rockets are no longer in the infant stage. Their development has gone a long way, but they have not yet reached maturity. We are progressing rapidly toward the age of rocket power where flights to the other end of the world will take less time than it does to drive your automobile to the far end of town.

Man traveling from one part of the world to another will gain rather than lose time, depending on his route of travel.

Rockets are very simple to manufacture and extremely economical to operate. They consist of nothing more than a cylindrical casing of metal, a pointed nose and an open vent at the rear end. The nose, similar to a shell, contains a high explosive charge. The rear action is loaded with powder which will burn furiously when ignited. This action produces gasses which shoot backward through the rear vent at high velocity and push the rockets forward.

Already in use is "Moby Dick," the most powerful rocket motor in the world with a thrust one-third greater than that of the German V-2. Another Navy development is the ram jet engine which, when successfully developed, will have a propulsion for flight at supersonic speeds from 1,000 to 3,000 miles per hour.

The rockets of today represent not the invention of a new weapon, but the modernization of an old one.

Looking back into the ages of history, we find that the ever-versatile Chinese used rockets against the Mongols during the battle of Pien-King in 1232. History tells us that the Chinese got their rocket ideas from the Greeks, who as early as 673 A.D. experimented with a new type murderous weapon called "Greek fire."

To Marco Polo goes the credit for introducing rockets to the European continent, but it wasn't until the Napoleonic Wars that rockets were effectively used in warfare. British warships launched rockets against Boulogne and Copenhagen, and they were also used with effect at the siege of Danzig and the Battle of Liepzig in 1813.

Americans unwittingly find themselves talking about these British rockets whenever they sing or recite the Star Spangled Banner:

"And the rockets' red glare, the bombs bursting in air
Gave proof through the night that our flag was still there."

Rockets were used by the British when they broke through American defenses to capture Washington during the War of 1812. Later, when attacking Baltimore, the British launched rockets from several barges and ships. Although ineffective, their brilliance so impressed Francis Scott Key, a prisoner aboard one of the British ships, that he described them in the poem which later became our national anthem.

As time went on rockets were improved, but not to a great extent until World War II. Rockets were used in World War I, but in a very minor way — mostly as a means of tearing down barbed-wire defenses. Commercial use, such as Fourth of July celebrations, has heretofore been their primary purpose.

The U. S. Navy first began experimenting with rockets in 1918, but due to lack of interest the project was eventually dropped. Only a few private institutions and scientists kept alive an infinitesimal rocket research program. Not until 1940 did the Navy again undertake a research and development program of rockets and rocket warfare.

With the advent of World War II, the United States found itself a poor fourth in rocket development; our enemies were extremely well skilled in rocket warfare. German scientific minds had worked on rocket research for almost a quarter of a century, and that nation was far ahead of others. Thus, the Nazis were able

LOADED FOR BEAR — or far more dangerous seagoing foes — rocket firing vessels like this added punch to Navy in closing days of war.





DEATH-DEALING SALVOS of rockets, like huge fiery arrows, hurtle from launchers of LSM(R) toward distant target.

to produce the most spectacular rocket weapon of the war—the terrible and destructive V-2.

Work on the V-2 rocket had been going on since 1935. It was launched against Britain during the closing stages of the European war in an 11th-hour attempt to turn the tide of war.

Fortunately, because of the inaccuracy of the V-2 in flight, it had no immediate effect upon the military outcome. Had the Nazis been permitted to further develop the V-2, the war might not have ended when it did.

British rockets helped turn the tide of the Battle of Britain. When the British had only 500 antiaircraft guns, they used rockets against German Luftwaffe. The Russians stemmed the German drive against Stalingrad with rockets, then went on to push the Nazis further back with the aid of rockets.

When the Japs struck at Pearl Harbor, our Army and Navy had not a single rocket in service use. Plans for rockets were limited. American rocket scientists had to begin their job with no store of basic data such as an adequate program of peacetime preparedness would have provided. Were it not for the fact that the British had been more foresighted, American rocket development would have been another item to be tagged: "too little and too late." However, by VJ-Day, the Navy's 1,200 war plants were turning out $100,000,000 worth of rockets a month.

Nazi submarine warfare gave our shipping plenty of trouble at the early stages of the war. Although depth charges were dropped upon the enemy undersea raiders, these were not always effective. A more accurate and destructive weapon was needed.

The British had already tackled the problem and had found a solution — the "hedgehog," a mortar-type device by which bombs could be fired ahead of a ship. This enabled the ship to fire at the target before being directly over it. However, it had a big drawback. Because of the big recoil, the "hedgehog" could not be fired from small ships with thin deck structure.

The U. S. Navy and scientists of California Institute of Technology were instrumental in developing American rockets to the point where we became the leader in rocket research and warfare. The first big problem the Navy and Cal Tech tackled was to improve the British "hedgehog" weapon.

The result was the "mousetrap," so-called because the launcher looks like a collosal version of the kitchen killer. This was the first use of a U. S. rocket in action.

The "mousetrap" consists of four or eight-rail launchers, pairs being mounted one on each side of the forepart of the vessel. Rails were elevated at an angle of 45° to permit the



PLANES EQUIPPED with powerful and deadly rockets are a formidable threat; light and mobile, rocket is a weapon well adapted for use aboard aircraft.

bombs to fall ahead of the ship in a line at right angles to the ship's course. The projectile was equipped with a fuze which was made ready for firing by hydrostatic pressure and then detonated only on contact with a solid object under water. This method of firing prevented the underwater enemy from knowing of the attack until direct hits had been scored upon it.

Mousetraps were installed on ships ranging from destroyer escorts down to small harbor patrol vessels. Their effectiveness saved American shipping in both the Atlantic and Pacific Oceans. A miniature mousetrap rocket was developed for training use and was christened "Minnie Mouse."

The development of airborne antisubmarine rockets literally began backward.

To insure the scoring of a sure kill upon the enemy subs by aircraft, it was imperative that the bomb should fall directly over the target. Ordinary bombs and depth charges had to be aimed and dropped well short of the target because they continue to travel forward after dropping from the fast moving aircraft.

A most unique firing method was considered—that of firing backward! The suggestion was tried and found to be perfectly workable.

For these retro-rockets, modified "mousetrap" heads were used. In order to match the different flying speeds of various antisubmarine patrol aircraft, three special rocket motors were developed.

The two velocities—the forward moving aircraft and the backward moving rocket — would cancel one another, and as a result the projectile would plummet down toward the target directly beneath. Such retro-bombing with rockets gave plenty of trouble to the enemy, being especially effective in restricted waters which compelled intruding enemy subs to travel submerged. A concentrated attack in the Bay of Biscay by planes firing retro-bombs accounted for the last German U-boat sunk during the war.

Although backward-firing rockets were quite effective, they lacked the lethal punch that forward firing rockets possessed.

The British and Russians were the first to experiment with forward firing rockets on aircraft. Learning of their success, the U. S. Navy in collaboration with the National Defense Research Committee produced the most effective aircraft rocket developed during the war. This rocket became known as "Tiny Tim."

Total weight of "Tiny Tim" is 1,284 pounds. It carries a 590-pound semi-armor piercing bomb, of which 150 pounds is an explosive charge of TNT. A 146-pound powder charge drives the rocket forward.

"Tiny Tim" was a vital advance in rocket development. With the aid of this rocket a small fighter plane could hurl at an enemy target more high-explosives than is carried in a salvo of a light cruiser. Though the "Tiny Tim" rocket was not completed until shortly before the end of hostilities, Japs on Okinawa became uncomfortably aware of its wrath.

Forward firing aircraft rockets played a significant and increasingly important part in the war. Every theater of war saw the use of rockets. As far as the Navy is concerned, aircraft rockets came into their own during the Saipan-Tinian-Guam operations. Rockets were principally used by the Navy in the Pacific war.

To a Marine squadron—VMTB-134, flying TBFs—goes the honor of launching the first aircraft rockets against the Japanese.

With only three days' training, the squadron attacked Japanese defenses at Rabaul on 15 Feb 1944. Despite their lack of experience, they fired their rockets with considerable success.

Unquestionably one of the greatest contributions toward saving of Ameri-



"ROCKETS' RED GLARE" helped light way to victory in Pacific area. Here

can lives was the application of rockets in amphibious operations.

With barrage rockets installed on landing craft, American invasion forces were able to win toe-holds on enemy beaches without undue loss of life. Aside from destroying enemy installations, rockets produced a demoralizing effect upon enemy troops.

In the last great amphibious operation in the Pacific, the conquest of Okinawa, rockets really came into their own. Here were combined to a degree never before realized the use of rockets on land. from the air, and from the sea.

A flotilla of 12 rocket ships went into action at Okinawa on 26 Mar 1945. For the next 12 weeks these ships poured ashore in support of land operations a total of more than 30,000 rockets.

During the closing stages of Okinawa campaign, eight rocket ships were designated to bombard the remaining Jap troop concentrations day and night. Extremely successful in completing their assigned task, these ships got off a salvo of 1,020 5-inch rockets in approximately 1 minute.

The part played by the rocket ships at Okinawa concluded the combat story of ship borne rockets in World War II. However, the story of ship-borne rockets doesn't end there. On the way across the Pacific as the war ended, were the first contingent of 48 superrocket ships planned by the Navy. These LSM(R)s pack an even greater punch than the ships that fought at Okinawa. Each ship is able to fire 300 rockets per minute.



ship's crew looks on as single missile speeds on its way during target practice.



DEADLY BUT DELICATE, rockets are carefully checked and rechecked by these trained Navy ordnancemen before their installation aboard carrier-based planes.

Many other types of rockets were developed during the war for use by the Navy. Among these miscellaneous rockets was an aircraft rocket flare. Its purpose was to aid in bombing and identifying the target in addition to tactical and operational uses. Arrested by a parachute, the flare, falling 40 feet per second, would burn for approximately 30 seconds with a light intensity of 600,000 candle power. This rocket flare, however, was developed too late for war use.

An incendiary rocket was also developed by the Navy during the war for use against targets during landing operations.

One type frequently used during beachhead operations was the smoke filled rocket, fired from ships and planes. The object of these rockets was to lay smoke screens ahead of landing craft, mark target and range salvos of high explosive rockets.

To break up the enemy's radar searches, the Navy developed a "window" rocket, controlled by a delay mechanism and containing metalized strips of paper. These strips acted as anti-radar smoke screens. When the strip "windows" were ejected, the enemy would see extra spots on his radar screen. These spots would stay there when the true target moved away, counteracting the range finding properties of the enemy's fire control radar.

With the aid of atomic power, the use of rockets develops today beyond the comprehension of the layman. That our traditional concepts and methods of warfare will become outmoded by the advent of more efficient and powerful methods of destruction is almost certain. What effect atomic rockets will have upon future navies only time will tell.

Navy Televises Fish Near Sunken Submarine

Wonderful thing, science!

According to Navy reports, a group of scientists and naval officers sat on the deck of a surfaced submarine and watched the fish swimming near the sunken submarine USS *Apogon*, 160 feet below the surface of Bikini lagoon.

Deep sea divers who explored the sunken craft reported that the fice-inch square deck television screen approximated in clarity what they saw on the bottom during underwater searches.

150 YEARS OF



WINNER OF MANY a fray, the frigate *Constellation* was pride of American Navy a century and a half ago.

THE TWO SHIPS that wrote the most illustrious chapters of American naval history—the *Constellation* and *Constitution*—have reached the ripe old age of 150 years.

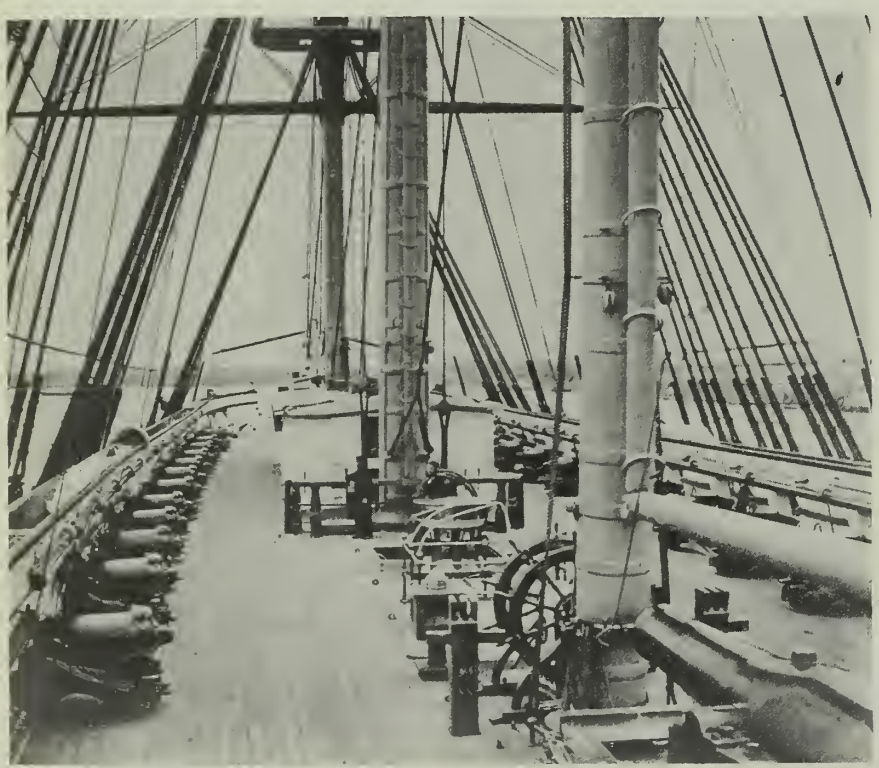
On 7 Sept 1797, the *Constellation* was launched at Baltimore, Md., with Captain Thomas Truxtun as her commanding officer. Captain Samuel Nicholson was CO of the *Constitution* when her bow got splashed with a bottle of Madeira on 21 Oct 1797 in the Navy Yard at Boston, Mass.

From the day of their launching these two sister ships provided historians with the most exciting and glorious events of naval history. To serve in the *Constellation* and *Constitution* was "choice duty," relished by the lowest seaman to the highest ranking officers. Officers who commanded these gallant warriors became some of our greatest naval heroes.

Bulwark of the U. S. Navy, the *Constellation* and *Constitution* were designed and built by the famous Philadelphia designer and shipbuilder, Joshua Humphreys. These two frigates were so built that they were larger and more powerful than their contemporaries in the European navies.

Constellation received her baptism of fire when the United States declared war upon France in 1798. On 9 Feb 1799, while on a cruise near Puerto Rico, she sighted a large sail. The stranger was flying American colors, but failed to answer the private signals of Captain Truxtun. Proved to be the French ship, *Insurgente*, she confirmed Truxtun's suspicions later by hoisting the tricolor and firing upon the young American Navy ship.

The *Constellation* retaliated in the most effective way. Outmaneuvering the enemy ship, Truxtun bore down within 10 yards of the *Insurgente* and let fly a full broadside. It created havoc among the Frenchmen, and virtually put the *Insurgente* out of commission.



Maneuvering away from the crippled Frenchmen, the *Constellation* crossed her bow and let loose another raking broadside as she passed.

When the *Constellation* came about and returned to rake the *Insurgente* again, her master, Captain Barreaut struck the colors. His ship was thoroughly wrecked with 70 casualties—29 killed and 41 wounded.

During the war with Tripoli the *Constellation* assisted in blockading the enemy. Although unsuccessful in an attempt to cut off a fleet of 17 Tripolitan gunboats which put out from shore, she did succeed in destroying two gunboats and routing a cavalry contingent on the beach.

During the Civil War, the *Constellation* was sent to the Mediterranean and European waters to protect commerce from Confederate raiders. She returned to the United States to become a receiving ship at Philadelphia. Later she became a gunnery practice and midshipmen's cruising ship until 1877. In 1878 she sailed for the Paris

SERVICE

Exposition with stores, and in 1880 carried relief supplies to Ireland.

Towed to Newport, R. I., in 1893, she was placed out of commission until 1914, when she was stripped of her then modern equipment and fitted out as closely as possible to resemble her original appearance.

Of the two frigates, the *Constitution* is probably the more famous. Known as "Old Ironsides" throughout the Navy, her great deeds have been the inspiration to young and old, unknown and famous Navy men.

During the war with Tripoli, 1801-05, under the command of Commodore Edward Preble, Captain Stephen Decatur, and Commodore John Rodgers, the *Constitution* conducted many bombardments on the Bashaw's shore batteries in Tripoli. When the war ended, the peace documents were signed in the captain's cabin aboard the *Constitution*. This was the first time that peace had been concluded by any of the Barbary states on a ship of war.

Under the great leadership of Captain Isaac Hull the *Constitution* won one of her greatest victories on the high seas.

On 19 Aug 1812, while cruising east of Boston, the *Constitution* sighted the British frigate *Guerriere*, which was one of the ships that had pursued the *Constitution* about a month earlier. At that time lack of wind had bogged down the *Constitution* and the five British ships that were chasing her. With superb seamanship the *Constitution* managed to make good her escape to Boston.

The British, under Captain Dacres, had hopes of making short work of the American frigate. However, they failed to reckon with Isaac Hull and his Yankee sailors.

Approaching each other like two prize fighters, the *Constitution* and *Guerriere* sparred for an opening. They threw pot-shots at each other without inflicting any noticeable damage.

Suddenly the *Constitution* came about and sailed directly for its foe. Within a half-pistol range of the enemy, all guns on the American frigate let loose. The *Guerriere's* mizzenmast was shot away with the first broadside, and she lost ability to maneuver. Ninety minutes later Captain Hull received the sword of the vanquished Captain Dacres on the deck of the Old Ironsides.



OLD IRONSIDES—popular name of *Constitution*—is perhaps most famous combatant ship ever to fly U. S. flag.

The *Constitution's* last battle was fought against the two British ships, HMS *Levant* and *Cyane*.

The *Constitution* had seen great service in our country's navy. She was a magnificent monument to the freedom of the seas, and yet, there were people who wanted to do away with her. Naval commissioners threatened to do what the enemy had failed to do—destroy her. Her timbers were old and decayed, they claimed. However, public opinion, stirred by a rousing poem entitled "Old Ironsides" written by a young law student, Oliver Wendell Holmes in 1830, saved the gallant old frigate from destruction.

In 1835, the *Constitution* became flagship of the Mediterranean squadron. She returned to the seas, fighting again for freedom, when she helped to break up the African slave trade in 1855.

For many years she lay as a receiving ship at Annapolis, Md.; Newport, R. I., and Portsmouth, N. H.

Restored by authorization of Congress in 1925, the pennies of the children of the nation and the people before whom her story was brought, the *Constitution* became the sacred shrine of the Navy and the Nation.

We now find her, an emblem of freedom, resting beneath the shadow of Bunker Hill, where she was built 150 years ago.



LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Ribbons on Whites

SIR: Are enlisted men authorized to wear campaign or service ribbons when wearing undress whites, and are undress whites considered to be dress whites when worn for liberty or captain's inspection?—F. F., AOM1, USN.

• *In accordance with Art. 7-10, Uniform Regs, 1947, enlisted men are authorized to wear ribbons on the Undress, White, A, uniform, if the neckerchief is prescribed. Dress whites have been discontinued and undress whites, therefore, must be worn on any occasion when dress whites would normally be prescribed. The designation of this uniform, however, continues to be Undress, White.*—ED.

Hornet's Citation

SIR: I've heard that USS *Hornet* (CV 12) was awarded the Presidential Unit Citation. I was a member of her crew during the war and would like to know for what she was awarded the citation.—W.A.B., CGM, USN.

• USS *Hornet (CV 12) was awarded the PUC for operations in the Pacific from 29 Mar 1944 to 10 June 1945. For more information on the Hornet's citation see* ALL HANDS, *August 1946, p. 54.*—ED.

Story of the Manley

SIR: I am interested in USS *Manley* (ex-DD 74). Could you give me some dope on her, such as when built, who named her, when stricken, etc.? Thanks.—B. A. M., BM1, USN.

• *USS Manley was built in 1917 and commissioned DD74, named for Captain John Manley of the Continental Navy. She was the last of six experimental flush deckers built by the Navy at that time. In 1938 she was used as an experimental troop transport and redesignated AG 28. Through results of the experiments, the APD class ship was born, and the Manley became APD 1, serving as a high-speed transport during the war. She was stricken from the Navy's list in November 1946 and sold through the Navy Vessel Disposal Office.*—ED.

Mustering Out Pay

SIR: I enlisted in the regular Navy on 2 Nov 1945. I had foreign shore duty commencing 19 Feb 1946. Am I entitled to mustering out pay? If so, how much?—H.J.K., S1, USN.

• *Yes. You will receive $300 mustering out pay in accordance with Para. 54380-1(3) of BuSandA Manual.*—ED.

Double Shipping Over Money

SIR: Would you publish the exact date that double shipping over money was cancelled?—F. R. N., CWT, USN.

• *The double enlistment allowance, originally authorized by Act of Congress of 10 Aug 1941, was repealed by an act of 16 June 1942.*—ED.

The Word on Too Tall

SIR: I would like to know if a man over 76 inches tall can be discharged upon request. I have been told that this information was given in ALL HANDS a few months ago, but I can't find it.—R.V.T., CSK, USN.

• *See* ALL HANDS, *May 1947, p. 30.*—ED.

No Flight Skins for Yeomen

SIR: Can yeomen at this activity draw flight skins? They are working in the aircraft maintenance department handling records and correspondence pertaining to aircraft based here and all transient aircraft.—R. R., Y3, USN.

• *No. Personnel may draw flight pay only when issued orders to duty involving flying on the basis of required to participate regularly on scheduled flying operations.*—ED.



USS MANLEY—Former destroyer was an experimental flush decker built in 1917.

Additional PUC Awards

SIR: What device is prescribed to be worn on the Presidential Unit Citation ribbon to designate additional awards? Some fellows say blue stars, but others claim bronze stars are worn—W. R., CWT, USNR.

• *The blue enameled star was at one time a part of the Presidential Unit Citation ribbon. However, it is no longer authorized for wear. It has been replaced by a 3/16-inch bronze star to indicate that the wearer was attached to the ship or unit cited at the time of the action for which the Presidential Unit Citation was awarded. Persons reporting to a unit after the action for which it was cited are authorized to wear the ribbon without the star only while regularly attached. Subsequent awards of the PUC to eligible personnel are indicated by bronze stars in addition to the one which is part of the ribbon.*—ED.

Army Time Counts

SIR: I served one year and six months in the Army and was discharged in 1921. I shipped into the Navy in 1928. Could you tell me if that period I served in the Army will count towards my Fleet Reserve time?—P. D. B., ACMM, USN.

• *Yes. Active Army time can be counted on transfer to the Fleet Reserve after 20 years active Federal service, under Public Law 720, 79th Congress.*—ED.

American Area Ribbon

SIR: Here is a suggestion in regard to the American area ribbon. The ribbon, as authorized at the present, is worn by all hands who were engaged in duty within the continental limits and coastal sea frontier. There is, however, no differentiation made between shore and sea duty. I think that a distinguishing mark on the ribbon, to separate the sea-going men from those who had shore billets, would be in order. I cast no aspersions on those unfortunate souls who were engaged in the battle of the swivel chairs, but do feel that the sea-going sailors rate a slight mark of distinction.

Have any recommendations been made along these lines? I'm sure that everyone who did duty on board YPs, YPCs, PCs, SCs, VPs and ZPs will confirm my contentions.—N. S. S., S1, USN.

• *No recommendations of this type have been made. The American Area Campaign Medal is authorized for 30 days' service in the American area (outside CLUSA) to personnel on regularly assigned duty. Combat in this area automatically authorizes the ribbon without regard to the time limit. Personnel who served within CLUSA for a period of one year are also eligible for the ribbon. No distinguishing device to indicate sea or shore duty is authorized.*—ED.

Unsung Heroes

SIR: I am writing in regard to two of the shipmates I served with on USS *Twiggs* (DD 591). I have followed ALL HANDS for some time to see if any mention would be made of the heroism of these two men. Brown, RM2, and Cantrel, F1, when our ship was sunk off Okinawa on 16 June 1945. There must not have been any report made on the efforts of these men, but it is a known fact to most of the survivors of the *Twigg* that many of them owe their lives to these two fellows. After the ship was hit these men carried many of their shipmates from the burning wreckage, gathering life jackets, placing them on the wounded and lowering them over the side. There were only three officers who survived and they never knew anything that happened that night, but thy owe their lives to Brown and Cantrel.

There is a lot more to what these two men did that night that I don't know anything about, but I'm sure that if it is investigated, these men will receive some kind of commendation.

I am glad to have served on the same ship with such men as Brown and Cantrel and I hope that this letter will help to get them the honor that is due them.—R. B. S., GM2, USN.

Seaplane Tenders

SIR: In ALL HANDS, June 1947, p. 49, you pubished a question pertaining to seaplane tenders. The question showed a photograph which we assumed to be our ship, the USS *Norton Sound* (AV 11). In your question you stated the standard displacement was 9,000 tons. We feel this is incorrect as the ship never has displaced less than 9,889. This was when she was first launched and did not have any superstructure or gun mounts. The average displacements since that time has been 14,325 tons. We wish this error to be corrected as soon as possible.—A. M. J., MM3; J. H. W., F1; E. M. R., F1, all USN.

• *This one requires a pretty extensive answer, if you'll bear with us.*

In the first place, ALL HANDS *should have said light displacement, not standard displacement. The Navy measures combatant ships (BB, CA, CB, CL, CV, CVB, CVL, CVE, DD, DE and SS types, and DM, DMS, AG, APD and AVD types that have been converted from combatant types) in standard displacement. All other naval vessels are measured in terms of light displacement.*

Light displacement is the displacement of the vessel complete, ready for service in every respect, but without ammunition, stores, fresh water, fuel or reserve feed water on board, no water in boilers or machinery, personnel and their effects not aboard, and no water in trimming tanks or double bottom.

Standard displacement adds to light displacement the crew and their effects, ammounition, stores and fresh water for the crew.

Now, let's get down to seaplane tenders.

USS *Currituck* (AV 7), *Norton Sound* (AV 11), *Pine Island* (AV 12) and *Salisbury Sound* (AV 13) are sisters. Our photo was of *Currituck.*

Light displacement of these vessels, in the order named, is 9,028, 9,021, 9,021 and 9,040. (This includes the superstructure and gun mounts mentioned in your letter.)

Trial displacement of Currituck and Norton Sound was 14,000 tons. Trial displacement is the average displacement of the ship during standardization trials, including fuel and water.

Full load displacement of Currituck and Norton Sound is estimated at 15,092 tons. This estimated displacement includes emergency allowances of fuel and water.

Because displacement figures vary so greatly depending upon fuel and water aboard, ALL HANDS *generally uses standard or light displacement tonnages in describing ships.*—ED.



USS RESCUE—Red crosses on stack and side, green stripe identify her as hospital ship.

Court Martial Proceedings

SIR: Is it directed or permissible to keep a copy of court martials on file in individual commands?—J. A. T., Y2, USN.

• *Commands are not directed to retain court martial proceedings, but may do so if they wish. Generally, the directives regarding such proceedings require that they will not be accessible to persons not concerned with them. They should be protected to the extent that, should the original proceedings be lost en route from the convening authority to the Judge Advocate General, duplicate proceedings can be prepared. Since court martials frequently cut across command levels—convening authority might be a division commander, the court might be composed of personnel from various ships of the division, accused and witnesses might be various ships and commands—it has not been considered necessary to direct that commands should have any specific responsibility devolves upon the convening authority and the court itself.*— ED.

School Discontinued

SIR: Is the Navy still giving instruction at the electro-hydraulic repair school for machinists' mates at Washington, D. C.? —H. L. T., CMM, USN.

• *No, the course at the electro-hydraulic school has been discontinued.*—ED.

About Hospital Ships

SIR: How are the names given hospital ships (AHs) chosen? I served aboard USS *Rescue* (AH 18) for a short time during the war and would like to see a picture of her in ALL HANDS. How about it?—J. J., PHM1, USN.

• *Hospital ships are always given peaceful names, such as* USS *Solace, Hope, Comfort, Mercy, Haven, Consolation and Sanctuary. They are painted white with red crosses on stack and sides and a large green band around the hull. They travel alone and are brightly lighted at night. Here's your picture of* USS *Rescue.*—ED.

About the Cabot

SIR: I heard some time ago that USS *Cabot* (CVL 28) had been awarded the Presidential Unit Citation along with 12 other carriers in June 1946. Is this right? W.D.R., ex-CWT, USN.

• *Yes.* USS *Cabot (CVL 28) was awarded the PUC in June 1946 for action in the Pacific from 29 Jan 1944 to 8 Apr 1945. See* ALL HANDS, *August 1946, p. 54, for a complete story on the award.*—ED.

AA Cruisers

SIR: In ALL HANDS, February 1947, p. 34, you stated that USS *Fresno* (CL 121) was the latest of the antiaircraft cruisers. (1) Does this mean that she is of the 6,000-ton *Atlanta* class? (2) Is the new USS *Atlanta* of this class? (3) What are the hull numbers of USS *Tallahassee, Portsmouth, Buffalo, Wilmington, Boxer* and *Cowpens*?—R.P.H., ENS., USNR.

• *(1)* USS *Fresno is an Oakland class AA cruiser. Atlanta class ships carry 16 5-inch 38s in twin mounts. Oakland class ships carry 12. The original AA cruiser,* USS *Atlanta (CL 51), was sunk. (2) The new* USS *Atlanta (CL 104) is a Cleveland. (3) The Navy has no ships bearing the names Tallahassee or Wilmington. The others you ask about are:* USS *Portsmouth (CL 102), Buffalo (BAM 8), Boxer (CV 21) and Cowpens (CVL 25). Buffalo is an AM type built for Great Britain. She is now on the U. S. Navy list.*—ED.

Sea Duty for Advancement

SIR: Referencing Pacific Fleet Letter 24L-47 of 7 Apr 1947, I wonder, does duty served with fleet activities based on shore in CLUSA prior to 1 July 1946, as indicated in paragraph four, subparagraph (a), count as sea duty for rating purposes?—H. V. C., CWT, USN.

• *Pacific Fleet Letter 24L applies only to the rotation of duty and assignment of duty of enlisted personnel of the Pacific Fleet. BuPers Circ. Ltr. 101-46 (NDB; 31 Aug 1946) defines sea duty for advancement in rating purposes. Paragraph 3 of enclosure (A) of the BuPers letter states: "Sea duty for purposes of advancement in rating, or change in status to pay grade 1, is defined as follows: (1) Duty in vessels assigned as a part of the organization of the seagoing forces. (2) Duty beyond the continental limits of the United States. (3) Duty with the Fleet Marine Force." For more details, see the BuPers letter.*—ED.

Army Service Credit

SIR: If a man served in the Army for one year and has since served 11 years in the Navy with a 4.0 record, does this make him eligible for gold service stripes?—W. S., CWT, USN.

• *No. It is considered that eligibility for wearing ordinary (red) service stripes and eligibility for wearing gold service stripes are separate and distinct from each other. To qualify for wearing red service stripes—a person must simply accumulate a specified amount of service, while to qualify for wearing gold service stripes—he must fulfill the Navy's service requirement and, in addition, meet strict Navy requirements regarding standards of conduct and proficiency in rating. The term, "consecutive active duty," used in the new Uniform Regs when referring to requirements for gold rating badges and service stripes means naval service.*—ED.

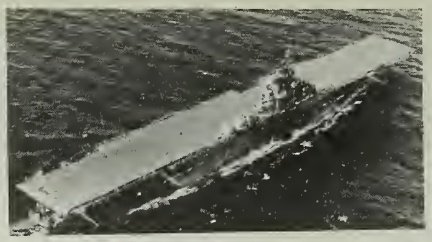
Furlough Without Pay

SIR: Section 191 of Title 34 (Navy), United States Code states in part: "The Secretary of the Navy is authorized to grant furlough without pay to enlisted men for a period covering the unexpired portion of their enlistment." Is this still in effect?—J. W. R., CY, USCG.

• *Yes, it is still in effect, but it is not being done at the present time.*—ED.

12,135 Miles Non-Stop

SIR: It is recognized that many ships during the war remained under way for long periods of time and steamed many hazardous miles. But, USS *Chipola* (AO 63) claims one of the longest scheduled, port-to-port runs in the history of the Navy. We departed from San Diego 12 June, and arrived at Bahrein, Arabia, 15 July—a non-stop trip of 12,135 miles!—R. L. S., LTJG, USN.



USS BON HOMME RICHARD—First carrier of Essex class, launched 26 Nov 1944.

Ships and Aircraft

SIR: (1) Is there a book comparable to *The Ships and Aircraft of the U. S. Fleet* by James C. Fahey of a later date than 1944? (2) Is there a carrier named *Bon Homme Richard?*—R.P.R., ENS, USNR.

• *(1) Yes. There is a victory edition of The Ships and Aircraft of the U. S. Fleet by Fahey, copyright date 1945. (2) You bet there is. She's CV 31, and here's her picture.*—ED.

Dungarees for Chiefs

SIR: In ALL HANDS, June 1947, p. 29, you answered a question from a chief regarding the blue CPO working shirt. I believe you misinterpreted his query. I think the chief had reference to the blue chambray shirt and dungaree trousers. Some people have expressed the opinion that the dungaree uniform is not for CPOs inasmuch as they are authorized to wear the gray or khaki working uniform. What's the correct answer?—L. T. G., CPHM, USN.

• *Art. 11-2, Uniform Regs, 1941, as modified 13 July 1946, states that working uniforms are authorized for commissioned and warrant officers, CPOs, cooks and stewards. "Dungarees are authorized for all officers and enlisted men when engaged in work which by reason of its nature would soil their other uniforms."*—ED.

Re-enlistment Allowance

SIR: I was re-enlisted 6 Nov 1944 after 3 years, 9 months and 26 days service on a full minority cruise. I received re-enlistment allowances for three years' service. It is my understanding that men discharged and re-enlisted early for the convenience of the Government receive full re-enlistment allowance. In view of that, (1) don't I rate another $50 for the 9 months and 26 days? (2) If not, can this time be counted at a later date?—R. R. R., RM1, USN.

• *(1) No. If your minority enlistment was entirely completed, you rated re-enlistment allowance for only three years' service. You're right when you say that men discharged and re-enlisted early for the convenience of the Government receive full enlistment allowance, but you were not discharged for the convenience of the Government. You were discharged because of expiration of your enlistment. (2) No, not for re-enlistment allowance.*—ED.

Service and Awards

SIR: I enlisted in the Navy on 21 June 1945 for a minority cruise, and have a perfect service record so far. What I want to know is, if I still have my good record when my third year of service is completed, will I be eligible for the (1) Good Conduct Medal? (2) Victory Medal? (3) American Theatre ribbon?—J.N.S., ETM2, USN.

• *(1) Yes. Upon completion of three years' service, a man may be awarded a Good Conduct Medal if he meets the established requirements, i.e., no mark in conduct less than 3.0, an average mark in conduct of not less than 3.8, and a final average of not less than 3.5 in proficiency in rating. (2) Yes. The only requirement for this medal is service on active duty in World War II any time between 7 Dec 1941 and 31 Dec 1946. (3) Yes, if you had, between 7 Dec 1941 and 2 Mar 1946, (a) 30 days' service on regularly assigned duty in the American area outside CLUSA; (b) combat in that area; or (3) service within CLUSA for a period of one year, you are eligible to wear the American Area ribbon. For full information on decorations, medals and ribbons, see* ALL HANDS, *July 1947, p. 27.*—ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *Nashville* (CL 43), USS *Columbia* (CL 56), USS *Montpelier* (CL 57), USS *Cleveland* (CL 55). Address: Commander SubGroup 2, Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Free.

• USS *Richard P. Leary* (DD 664). Address: Sterling Engraving Co., Rm 806, 1417 4th Ave. Bldg., Seattle, Wash. Price $5.

• USS *Heywood L. Edwards* (DD 663). Address: Sterling Engraving Co., Rm 806, 1417 4th Ave. Bldg., Seattle, Wash. Price $5.

• USS *Pennsylvania* (*BB 38*). *Address: Metropolitan Press Printing Co., Third at Vine, Seattle 1, Wash. Price: $2 (no COD).*

• USS *Melvin* (DD 680). Address: Haywood H. Hunt, printer, San Francisco, Calif.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• SHORE DUTY is not a privilege reserved to CPOs or other high-ranking petty officers. But BuPers has seen evidence that some such belief is current in the Fleet.

The Bureau assures all enlisted men that there are billets ashore for all pay grades, and that men *may* be eligible for shore duty whether they are chiefs or seamen.

Every enlisted man may submit to BuPers that he be placed on the shore duty eligibility list, provided he meets the requirements outlined in BuPers Circ. Ltr. 139-47 (NDB, 31 July). This letter is current Navy doctrine on the subject of shore duty for enlisted persons, and is discussed in full on p. 46.

• PAY SCALES are under study by a joint committee of the Joint Army-Navy Personnel Board under direction of Vice Admiral William M. Fechteler, USN, DCNO (Personnel).

It is felt that pay scales, particularly in higher ranks, do not reflect the level of responsibility to which individuals rise in the Navy.

The Army-Navy study, designed for submission to the Secretary of National Defense through the Secretaries of the several services.

The board also is considering the problem of survivors benefit plans, similar to many now in effect in industry. Under such plans it is generally provided that the individual may contribute a stated amount to a fund for his survivors, while the company contributes a similar amount.

One reason behind the pay study is the Navy's desire to reduce the number of resignations of officers from the service. It is felt that a contributing factor in many resignations is the unfavorable comparison between service pay and the pay of some private industries.

Hazardous duty pay also is under study. Recommendations on this subject may be included in the general pay survey.

• WAVES have not yet been integrated in the regular Navy, as was contemplated in legislation before Congress, but their present status is not affected by delay in passage of the legislation. About 2,500 Wave officers and enlisted women remain on active duty during fiscal 1948. In addition, approximately 14,000 Waves are members of the Volunteer Reserve.

A combined Wave-Wac-Marine women bill was passed by the Senate but failed to receive action in the last-minute rush of House business. Completion of House hearings and a House vote are expected soon after Congress reconvenes.

Congressman Walter G. Andrews of New York said, in the House before adjournment, "It is my belief that prompt consideration will be given |to the bill| at the next session of the Congress and that a large majority of the Armed Services Committee will express approval thereof."

The combined bill bears the number S. 1641.

• NAVY NURSES whose surnames have been changed by marriage or divorce must take steps to have their official records changed.

The following procedure, which affects members of both the Nurse Corps and the Nurse Corps Reserve, was outlined in BuPers Circ. Ltr. 155-47 (NDB, 31 August).

• Nurses affected shall submit an official letter via official channels to the Chief of Naval Personnel requesting change of name on record. A properly executed beneficiary slip and a copy of the marriage certificate or divorce decree, certified under seal of the clerk of records at the place issued, shall be submitted as enclosures.

• The authorization for change of name in the records will be issued by the Chief of Naval Personnel.

• Changes in the records due to change of name will be made effective as of date approved and entered in the records.

• COs shall, in all cases, see that certified copies of the authorization issued for change of name are furnished the disbursing officer and medical officer in order that station records may be corrected.

The procedure is necessitated by the Army-Navy Nurse Act of 1947 (Public Law 36, 80th Congress), which established members of the Navy Nurse Corps as commissioned officers in the Navy.

WHAT'S IN A NAME

Chaplains

Choploins were oboord the eorliest worships of mony notions. In those doys they would receive four pence from eoch seomon every month os their poy. In turn they would give the seomen six pence for leorning a psalm.

It is interesting to note that the nome "chaploin" was derived from o French source.



It seems thot St. Martin shared his clook with o poor beggor on o cold, windy doy at Amiens, France. This clook wos "miroculously preserved" ond become the socred banner of the kings of Fronce. The mon chorged with the sofe keeping of the coot was called the chapeloin.

It wasn't until the 18th century thot chaploins were permitted to live in the wordrooms. Previous to this they would mess in their own cabins, olthough they frequently dined with the coptain.

WAY BACK WHEN

Gun Salutes

Gun solutes go os far bock os 1688. Even in those doys it meant thot soluting ships hod respect for one onother.

In the old doys guns were olwoys kept shotted, for an appreciable time would hove to elapse before they could be fired ogoin.



During the reign of Henry VII, to fire o gun twice in on hour wos averoge time. This would put the first ship soluting ot o temporory disadvantoge. Lesser powers would olwoys solute first, os o sign of respect to the stronger powers. Some ships would lower their soils ond dip their colors.

At the time when Englond wos "mistress of the seos" it was customory for kings of other powers to solute the English flog on the high seas.

Gun salutes hove always been fired in odd numbers, in the old doys when o ship fired an even numbered salute it meont thot its coptoin or moster had died on the voyoge.





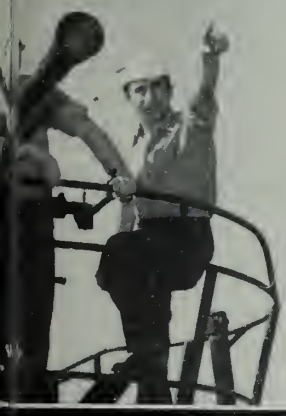
LAST LOOK at San Francisco shorelin
marine USS *Sea Dog* (above) as ship
left: Army cadet, Marines operate radi
II. Center left: Wives of CDR Turner F
Marion E. Carl, USMC, admire medal
new world's speed records in jet-powe
Navy team displays National Service
Air Reservists board plane for first post







TODAY'S NAVY



...s taken by sailors on board sub-
...oves off on training cruise. Upper
...n beach during Operation Camid
...aldwell, Jr., USN, (left) and Maj.
...warded their husbands for setting
... Navy plane. Lower left: Winning
...n's Skeet trophy. Below: Marine
... maneuvers at Cherry Point, N. C.



SURVEYS BY NAVY PLANES MAY HELP PREDICT VOLCANOES, TIDAL WAVES

Research Project

Airborne surveys recently made by scientists in Navy planes flying over the Aleutians, the Marshalls and the Hawaiian Islands may help predict volcanic eruptions and other crustal movements which cause the formation of new islands and other hazards to sea and air navigation.

The surveys are made with an airborne magnetometer, a device developed during the war to record variations in the earth's magnetic field.

Volcanic processes also might cause ash and dust clouds affecting aerial flights and lava flows which might block harbor entrances.

The surveys, first of a series of air borne magnetometer studies being underaken as a part of a research project sponsored by the office of Naval Research, were conducted by personnel from the U. S. Geological Survey and the Bureau of Aeronautics.

Navy scientists point out the survey will test the magnetometer's value in outlining large bodies of hot or molten rock near the earth's surface.

Special equipment was installed in the plane, a Navy PBY-5A, at the Naval Aircraft Modification Unit in Johnsville, Pa., which also furnished the crew.

The scientists commenced their survey of the Aleutians in August and then proceeded to the Hawaiian Islands, where nearly 3,000 miles were traversed while making the recordings.

The survey of the Marshalls included Bikini Atoll, where approximately 1,500 miles were flown during the tests. In September, the party returned to the United States to study and interpret the scientific recordings. If the tests are determined to have been successful, the airborne magnetometer will provide direct evidence of volcanic potentialities.

Scientists hope the Aleutian survey will provide data on the origin of destructive tidal waves originating in the Aleutian trough.

At Bikini, the geologists hope to obtain information to supplement seismic refraction data obtained last summer.

An important check on the first surveys will be obtained from the Hawaiian tests, inasmuch as more is already known about the volcanoes there than about any of the other volcanoes of the world.

Other applications of the airborne magnetometer are expected to become apparent as the results of the first three surveys are evaluated.

Fleet Reserve Convention

Dallas, Tex., will be the site of next year's National U. S. Navy Fleet Reserve convention, it was announced from Seattle, Wash., seat of the 1947 get-together.

LAST NOVEMBER



Navy Constitution built to carry 168 passengers 5,000 miles at 300 mph, given flight test. Plans made for third Antarctic expedition. Reorganization of operating forces announced, abolishing 3d and 4th Fleets.

NOVEMBER 1947

SUN	MON	TUE	WED	THU	FRI	SAT
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2	3	4	5	6	7	8
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16	17	18	19	20	21	22
23 30	24	25	26	27	28	29



LATEST GCA equipment instantly identifies aircraft and determines altitude of each plane in approach pattern. Device is being tested at NAS, Quonset Point.

Officer Billets Open

Regular Navy line officers ranking from lieutenant through commander may apply for duty in Material Division inspection offices in several large industrial cities of the United States, in accordance with NavAct 18-47 (NDB, 31 August).

The approximately 30 officers selected will be indoctrinated during a 10-week course at Alameda, Calif.

Following indoctrination, part of the group will be assigned to vacancies in some of the 11 cities where offices are located for supervising inspectors of naval material. These cities are Seattle, San Francisco, Los Angeles, Houston, Chicago, Cleveland, Pittsburgh, Philadelphia, New York City, Boston and Atlanta.

Duties of the assignments will include inspection, administration, industrial security and material planning schedule and control.

Applications should be forwarded by dispatch to the Chief of Naval Personnel, attention Pers 331M, with a statement by the commanding officer indicating eligibility for reassignment.

Atomic Engineering Course

A number of naval aviators who show particular aptitude for atomic and nuclear engineering will be chosen to undertake the ordnance engineering (special physics) postgraduate training course. These officers will be chosen from among aviators ordered to pursue the ordnance engineering (aviation) curriculum, after the completion of their first term at postgraduate school.

Aviators desiring to specialize in atomic engineering and who can meet the requirements as outlined in BuPers Circular Letter No. 107-47, should submit their applications.

U. S. Sells Five Ships

Five naval vessels, including one patrol frigate, two ocean tugs, and two minesweepers, were turned over to the Peruvian Navy by the United States for $275,187.

Along with the fleet units, the South American republic also purchased 21 torpedoes and 15 torpedo heads for maneuvers, and four land tanks.

Thirty-five officers and 263 men of the Peruvian Navy were carried on board the war transport *Callao* from Lima, Peru, to the United States to take over the vessels.

Improved GCA

Improved GCA (ground controlled approach) installations are going in at naval air stations to further reduce the hazards of bad-weather flying. Long delays in landing prevalent during bad weather, when planes are "stacked" at different altitudes above the airport awaiting clearance, will be largely eliminated by the new GCA system.

Construction on the latest GCA installation at NAS Quonset Point, R. I., has been completed and it is ready for operation.

The new system combines the advantage of already-proved GCA installations with two new devices which permit instant identification of aircraft in the approach pattern and determine the altitude of each plane.

Search and height-finding antennas have been raised on 67-foot steel towers to help eliminate interference caused by nearby obstacles on the ground. Radar circuits have been improved and operators get a better, more precise visual presentation of the 30-mile sky space around the airfield.

A big advantage in the Quonset installation is centralization of instruments and functions in the airport control tower. Information received by instruments is fed to a central control room located directly beneath the visual control room.

One of the two new devices is a separate VHF radio identification indicator which flashes on a compass rose the bearing of any plane communicating with the tower on voice radio. The beam marks the plane's exact position in relation to the airport, eliminating confusion as to which plane on the radar screen is doing the talking.

The other new device is an improved radar height-finding antenna, which shows indications on a scope adjacent to the all-around scope giv-



STRIPPED by the Navy, the 30,000-ton battleship USS *New Mexico* will be put on the auction block for sale to the highest bidder, ending 29 years service.

ing the altitude of any plane in the area.

NAS, Quonset Point, will be the scene of tests to develop new techniques of GCA landing. Planes will be orbited about the field and fed into the landing path at a rapid rate so that the transition from airways to the ground will be accomplished smoothly and with little delay.

Still newer refinements are planned for Navy GCA installations. The project has a high priority on the research list. Of 27 GCA stations planned for Navy use in the U. S., 24 are now in full operations. The Navy has other GCA systems operating abroad.

The final objective is development of an airport traffic control system for use at naval air stations that will permit operation of aircraft under all conditions of weather and visibility.

Steam-Propelled LST

The Navy's new LST 1153, featuring steam propulsion which imparts several more knots in speed over wartime LTSs, was commissioned at the Naval Shipyard in Boston, Mass.

In addition to incorporating a turbine drive, the new vessel features many improvements over the landing craft which saw extensive service in World War II.

LST 1153 measures 382 feet in length, 55 feet longer than previous craft. Two 5-inch 38-caliber guns give the vessel heavier fire power. Crew and troop quarters are larger and tank, truck and cargo capacities are increased. On deck, heavier types of vehicles developed since the war may be carried.

A more shallow draft at the bow will permit beaching more easily and cargo booms are installed to aid in unloading cargo. The vessel carries four small landing craft.

The ship's complement consists of 82 officers and enlisted men.



NAVY GOAT says 'Boy what luck' to Army mule across the field, when team from USS *Houston* lost game to Army's 351st Battalion, 88th Division, Trieste, Italy.

Centralized Boat Repair

Through the operation of three centralized repair shops for the overhaul of small boats and landing craft engines, the Navy is now saving approximately $500,000 per year in an economical maintenance program.

At repair centers established at the Naval Shipyards in New York, Norfolk and Mare Island, the Navy is overhauling small propulsion engines used in ships' boats, harbor boats and landing crafts at the rate of 5,000 a year.

Under the new system, an engine needing an overhaul is replaced by a reconditioned engine and sent to the nearest repair center, where it is given a complete overhaul and testing by specially trained mechanics.

Taking a cue from top American industries' production-line methods, the new repair system enables the Navy to reclaim a large number of engines that might otherwise have been declared surplus or scrapped.

Terminal Leave Claims

A check for the full amount of terminal leave payment claims will be issued to dischargees upon written request to the U. S. Navy Terminal Leave Disbursing office, Great Lakes, Ill., or to the Terminal Leave Division, Marine Headquarters, Washington, D. C., in accordance with Alnav 182-47 (NDB, 31 August).

The cash settlement will include an amount equivalent to the amount of interest which would have accrued at the end of the month if the settlement had been made by payment in bonds.

The directive was formulated as a result of the passage of Public Law 254 (80th Congress), which states terminal leave bonds may be cashed after 1 Sept 1947. The law also extended to 1 Sept 1948 the deadline for application by veterans for terminal leave pay.

FLEET ADMIRAL KING AWARDED GOLD MEDAL



PRESENTED to Fleet Admiral Ernest J. King by act of Congress for his outstanding leadership during World War II is this specially-cast gold medal, given the admiral "on behalf of a grateful nation."





10,000th STUDENT in 1947 graduates at Fleet Training Center, Guam. H. L. Gibbons, S1, USN, receives diploma from Rear Admiral C. E. Pownall, USN.

N. Y. Residents in Navy

Residents of New York State now in the naval service have been asked by the Division of Servicemen's Voting of New York State to notify that office of their military and residential addresses.

To meet the requirements of New York State for voting by members of the armed forces, the applicant for a war ballot must be:

- 21 years of age.
- Citizen of the United States for 90 days.
- Resident of the State of New York for one year.
- Resident of the county, city or village for four months.
- Resident of the election district for 30 days prior to 4 Nov 1947.

The information should be addressed to the Division for Servicemen's Voting, Department of State, State of New York, 30 Lodge Street, Albany 1, New York.

Young Officers Needed

Commanding officers of naval activities were asked by BuPers to submit the names of officers considered best suited to recruit training duty, in accordance with Circ. Ltr. 142-47 (NDB, 30 August).

The list of specialists in personnel administration would contain the names of officers whose personality, attitude and abilities make them outstanding in matters involving personal relations and leadership.

Officers possessing to a high degree the qualifications required by the specialty will be earmarked for duty under the administrative control of BuPers. Their careers might include duty at naval training centers, the Naval Academy and the post-graduate course in personnel administration and training.

The selections are to be made from among young officers who have currently about five years or less of commissioned naval service. Officers recommended by commanding officers should express their interest in the plan.

Sail for Australia

The first group of United States veterans and their families have left the United States aboard a passenger liner to begin life "down under" in Australia.

Forty-four families were transported from San Francisco to Melbourne by the Matson liner *Marine Phoenix* as a vanguard in a plan sponsored by the Australian government to augment that country's population.

The Australian Minister of Information and Immigration, said that "Australia would welcome 1,000,000 GIs as permanent settlers to help increase the population from 7,500,000 to 20,000,000."

Reduced Requirements

Nominations of qualified enlisted personnel from forces afloat for shipkeeper duties on board 19 submarines assigned to the Naval Reserve training program may be filled with reduced eligibility requirements if complements cannot be filled in accordance with current directives, a BuPers letter dated 14 Aug 1947 states.

The current eligibility qualifications, as specified in BuPers Circ. Ltr. 139-47 (NDB, 31 July 1947), requires three or four years of continuous sea duty and overseas service, depending on the person's rating and pay grade, and a willingness to extend enlistment to two years beyond the time of transfer.

If petty officer ratings for submarine shipkeeper billets cannot be



'REAL SMOOTH' is the word as SC-1 "Sea Hawk" is catapulted from USS *St. Paul* (CA 73) on a scout and patrol mission during maneuvers in vast Pacific.

5,435 Men Ship Over, 7,176 Enlist in July

More than 12,000 new enlistments and re-enlistments in the Navy were recorded during the month of July as 5,435 men signed over and 7,176 men enlisted for the first time.

In commenting on the fact that the men who re-enlisted comprised almost 50 per cent of the total whose enlistments during the month, Rear Admiral T. L. Sprague, USN, Chief of Naval Personnel stated:

"This represents a gratifying response to the re-enlistment program, which it is hoped will continue to produce the required number of re-enlistments during the year. The recruiting drive is gathering momentum rapidly, and we expect enough men voluntarily to enlist or re-enlist so the Navy will finish the fiscal year with its planned strength."

filled from the shore duty eligibility list in BuPers of personnel with the above qualifications, forces afloat will be asked to nominate qualified personnel meeting the following requirements:

- Length of service until expiration of enlistment reduced to 18 months.
- Continuous sea duty requirements lowered to a minimum of two years, with preference to individuals with the longest periods of sea duty.

Qualified personnel may request submarine shipkeeper duty without waiting for nomination from forces afloat. Requests should be addressed to the Chief of Naval Personnel (attn. Pers 6302) via their commanding officers. Preferences for duty locations may be expressed in the request.

The 10 regular Navy ratings assigned to submarine shipkeeper duties are as follows: GM2, CTM, TM1, CMOMM, MOMM1, MOMM2, EM1 and F1—all one each. Two S1s complete the regular Navy rates.

Only petty officers qualified or previously qualified in submarines may be assigned to the rated personnel billets.

Non-rated enlisted submarine shipkeepers are supplied by the commandants of the naval districts from personnel assigned to him for distribution to activities within the district.

Each of the 19 submarines calls for a maintenance crew of 20 shipkeepers, 10 of which are Naval Reservists recalled to active duty and paid under Reserve appropriations. The remaining 10 billets on board each submarine are filled by regular Navy personnel paid under Naval Appropriations "PSNP."

At present, most of the 190 billets for regular Navy personnel are filled. Vacancies, as they occur, will be filled first from the volunteers who have requested the duty and whose names are listed in the shore duty eligibility list in BuPers.

The 19 submarines and their locations are as follows: USS *Seal*, Boston, Mass.; USS *Greenling*, Portsmouth, N. H.; USS *Gato* and USS *Plunger*, Brooklyn, N. Y.; USS *Permit*, Philadelphia, Pa.; USS *Pike*, Baltimore, Md.; USS *Porpoise*, Houston, Tex.; USS *Tarpon*, New Orleans, La.; USS *Tambor*, Milwaukee, Wis.; USS *Tautog*, Detroit, Mich.; USS *Gar*, Cleveland, Ohio; USS *Silversides*, Chicago, Ill.; USS *Sawfish*, San Pedro, Calif.; USS *Steelhead*, San Diego, Calif.; USS *Dentuda*, San Francisco, Calif.; USS *Parche*, Oakland, Calif.; USS *Pargo*, Portland, Ore.; USS *Puffer*, Seattle, Wash.; USS *Drum*, Washington, D. C.

Submarines Maneuver

Maneuvers in Arctic waters and at one time underneath the Arctic ice pack were completed by a U. S. Navy submarine task force.

The ships involved—the submarines *Boarfish*, *Caiman*, *Chub* and *Cabazon* and the tender *Nereus*—were under the command of Rear Admiral A. R. McCann, USN, CoSubPac.

Noble Heads BuOrd

Rear Admiral Alfred G. Noble, USN, has relieved Vice Admiral George F. Hussey, USN, as Chief of the Bureau of Ordnance.

During World War II, Rear Admiral Noble served in a BuOrd position until he was ordered to duty as commanding officer of USS *Phoenix*. He later participated in amphibious force landings while serving as commander of an amphibious group and later as chief of staff and aide to the Commander, Seventh Amphibious Force, Pacific Fleet.



Rear Admiral Noble

Vice Admiral Hussey, who has served as Chief of the Bureau of Ordnance since 10 Dec 1943, is retiring from the naval service.

QUIZ AWEIGH

How's your naval IQ? If you're on the ball you should get all six of these questions right. Check your answers to see where you stand.

6.....On the ball
5.....Excellent
4.....Average
3.....Study more
2.....Kaput



1. This isn't a flying soucer, it's o new type of (a) fighter (b) helicopter (c) bomber.
2. It con moke speeds of (o) 100 to 525 (b) 250 to 600 (c) 40 to 425 miles per hour.



3. One of the newer type cruisers, it belongs to the (a) heovy (b) lorge (c) light closs.
4. Its standord displacement is (o) 13,700 (b) 27,000 (c) 7,050 tons.



5. These men ore standing (a) in the chains (b) on leod platform (c) on bridge wings.
6. The bottom of the leod is looded with (a) tollow (b) glue (c) butter.

ANSWERS ON PAGE 61

BOOKS

A UNIQUE HODGEPODGE OF AMERICA'S PEOPLE

Broadwayites—pinwheel fast with a dollar and bright with a tie—rub shinbones with Toro of the Argentine and Hollywood's resourceful Maurice Cassard on the current bookshelf menu being ladled out to Navy libraries afloat and ashore.

Onto the quarterdeck also moves a brisk collection of John O'Hara's diamond-hard *Hellbox* characters, a personality pig named *Dirty Eddie* (with a plush movie contract), a rollicking and heartwarming story of famous and infamous baseball players and teams of long ago.

This month's fiction vein simmers with brittle, sharp-eyed personalities with no illusions, but with a great appetite for life and a deep suspicion of human beings.

Here you'll meet some of your best friends—

• ***The Harder They Fall*** by Budd Schulberg; Random House.

The press agent said: "I never heard of Toro Molina."

"Nobody ever heard of Toro Molina," said Nick Latka the fight manager. "That's where you come in. You are going to make everybody hear of Toro Molina. You are going to make Toro Molina the biggest thing to hit the fight racket since Firpo came up from the Argen*tine*, or *teen* or however the hell you say it, and dropped Dempsey into the ringside seats."

So Eddie Lewis the press agent takes Senor Molina (all six-feet-seven and two-eighty-five of him) and builds him into a tissue paper challenger for the heavyweight title held by Buddy Stein.

This, of course, through a few fixed matches made possible by the coin of the realm. Because Toro, the Giant of the Andes, couldn't beat his way out of a cracker box.

This is a brutal disclosure of the fight game, with its politicians and fixers — with its shabby fringe of managers, trainers and hangers-on.



PEOPLE and signs, signs and people make life what it is on Broadway, colorful subject of *The Big Drag*.

• ***Hellbox*** by John O'Hara; Random House.

Here is a collection of 26 stories of Little People, told with a rich blend of harshness and subtlety by the author of *Appointment in Samarra* and the play *Pal Joey*. The title is drawn from the term to describe a printer's receptacle for broken type.

From Mr. Spring in "Common Sense Should Tell You" to Mrs. Schmidt, a Los Angeles society figure in "Conversation in the Atomic Age," the author moves with his smooth and effortless portrait of the middle social classes.

With a gesture, a long glance, or the tilt of a hat, O'Hara's characters act out life's greatest desires. Some of the stories are only anecdotes; others are novels compressed into a few pages. All are concerned with a variety of scenes and a great variety of desires and wants.

• ***The Big Drag*** by Mel Heimer; Whittlesey House.

Once upon a time, there was a street called Broadway.

People . . . a thousand of them to a block . . . shuffle, shuffle, shuffle. Scrape, scrape, scrape. Drunk, sober, sad, glad, giggling, tearful — pouring out of subways, taxis, busses.

"Hello, baby, how about a coke?" . . . NO MINIMUM, NO COVER . . . dance palaces . . . the lure of something for nothing . . . Broadway.

Heimer, author of *The World Ends at Hoboken*, paints a lively tongue-in-the-cheek picture of the big city's main stem: stretching and yawning and screaming and howling and pitching rocks and dancing in rage, winding itself up and exploding with a bang, finger-snapping and signs, signs, signs, signs. . . .

He sees the Big Drag as a beautiful woman with scars . . . who, by six, slips wearily into her gown of sequins. Now you can't take it from her; the old girl's feet may hurt and she may have circles under her eyes and ugly scars under her ears where the face was lifted — but in the dark night under the lights she is beautiful. Give the old girl a cocktail and watch the life course into her.

Here is a hammer-hard portrait of the movie houses, shirt shops and orange-juice stands along the big stem . . . and the people, people, people.

• ***Dirty Eddie*** by Ludwig Bemelmans; The Viking Press.

This is a story written by Bemelmans to remind himself of his days spent in Hollywood as a writer under contract to a major studio.

Dirty Eddie is a pig, of the four-footed variety, who comes into his own while making the film *Will You Marry Me?* Eddie is guaranteed star billing, a seven-year contract with yearly increases and no layoff, a percentage of the gross and the right to choose his own stories—but Eddie is the least of the characters in this novel of Hollywood employment.

There is Maurice Cassard, a $3000-a-week writer; the producer, Vanya Vashvily, and the production head, Moses Fable—"the thin veins of his massive cheeks were like the engraving on gilt-edged securities."

Dirty Eddie is light raillery and gentle satire, effectively picturing a strange state of perpetual excitement on the celluloid circuit.

• ***Baseball*** by Robert Smith; Simon and Schuster.

A bat, a ball, and a glove . . .

Here is a colorful treatment of the manner in which the game began in this country, and a partial account of its place in the life of the nation for 100 years. It brings to life some of the great games and revives some of professional baseball's bygone heroes.

It brings up some of the game's mysteries: What kept Babe Ruth from being a manager? What spirit made the kindly Brooklyn priest burst out venomously, "I *hate* the Giants!" What made Baltimore baseball in the 1890s double-distilled with excitement?

. . . A roster of fabulous names who made the game a national pasttime.

Leather Pushers

Leather pushers from the light cruiser USS *Huntington* won a 4 to 2 victory over USS *Fargo* boxers in a smoker held while the two ships were in Salerno Bay, Italy.

Of the 10 scheduled fights, three TKOs were scored, four decisions, two draws, and one bout was stopped by the referee because of a foul.

Quantico Devildogs Win

The Quantico Marine base Devildogs blasted their way past the first stage of the All-Navy baseball tournament by grabbing the Group I Elimination tournament in Philadelphia.

The Marine outfit opened the tourney with a resounding 14-6 shellacking of USS *Portsmouth*, then came back on a repeat performance to duplicate the score against the Parris Island training station squad in the semi-finals.

In the final play-offs, they copped a free-hitting 17-11 nod from the Naval Station, Annapolis club, and then put on the clincher with a 6-5 win over the NavSta crew for the two-out-of-three win and the Group I crown.

Tough Competition

From Gibraltar to Iraq they remember the men of USS *Harlan R. Dickson.*

At nearly every stop on its Mediterranean tour of duty, the destroyer matched its swimming, baseball, boxing and basketball teams with whatever opposition was around.

In Basra, Iraq, the basketball team lined up against Indian Army opposition. The score was 8 to 7 for the *Dickson* men, in a game played according to Indian regulations.



STEALING home plate under Quantico catcher Samis is C. Vanmeter of Annapolis NavSta, but Marines won game and Group I championship, 6-5.

Against British Army and Royal Air Force swimming teams in Basra, the Americans walked away with three cups, numerous medals and the match. Participants from the 7th Sikh Regiment of the Indian Army gave the British a hand but the day was already lost.

In Trieste and Pola, numerous baseball games were played with various U. S. Navy and Army teams. In Aden on the return from Persian waters, four teams each from the *Dickson* and USS *Hyman* staged the "Softball Championship of the Persian Gulf"—their name for it—in which *Dickson* teams won three out of four games.

When the destroyer stopped at Naples, Italy, the basketball squad walked away with victories in two out of three contests with other U. S. Navy opponents.

The men of the *Dickson* still talk about their DesRon 12 softball championship but they seldom mention the disaster at San Remo, Italy.

A local club of Italian amateurs there was engaged for eight boxing matches. By the end of the last fight, the *Dickson* card showed five losers.

So after all, foreigners were heard to say, it really wasn't the U. S. Olympic team.

Big League Bound

Joseph Polaha, S1, USN, is one of the few baseball players who feels his time in the armed forces was anything but detrimental to his chosen career.

The 19-year-old seaman leaves the Navy in November, and next March he begins his baseball career with the St. Louis Browns, which he signed up for in 1945 upon graduation from Allentown, Pa., high school.

In the meantime, Polaha has put on more weight and two inches in height during his Navy enlistment. He's more mature and physically fit for an arduous baseball debut.

His main assets as a pitcher are a fast-breaking curve and a deceptive change of pace.

He recognizes the fact that he still needs more control—in one game he hit two batters in addition to walking five. But he also struck out 11 and knocked the opponents out of the race for the Washington, D. C., championship race. In that contest, Polaha was on loan to a non-service aggregation.

His 19 years, Polaha feels, are just about the right age to begin a professional baseball career.

CHIEF WINS TOURNEY WITH BORROWED GUN

Using a borrowed pistol, John Allen Young, CTC, USN, of USS *Iowa* (BB 61) outshot 400 competitors to win the National Individual Pistol Championship tournament held at Camp Perry, Ohio.

Young scored 279 points out of a possible 300 to win the title hands down over top marksmen from police, civilian and service teams, and thereby became the first Navy man to turn the trick since Admiral W. A. Lee, USN, took the title as a midshipman.

Young left his ship to reach Camp Perry just two days before the big event. Borrowing a .45 weapon from C. J. Tappa, CSPA, USNR, who was also a contestant, the Navy man wound up three points ahead.

Number one service team in the tourney was the San Diego area Marines, who finished third in the entire tourney composed of 55 teams. Top Navy team was the PRNC outfit which wound up in ninth place. Members of the PRNC team were, Lieutenant Commander W. W. Ellison, USN, Lieutenant (jg) H. D. Trettin, USN, Chief Machinist O. Pinion, USN, and E. L. Dunn, S1, USN.

One leg on the Distinguished Marksman Medal was earned by Lieutenant W. L. Constant, USN, of the 12th Naval District, J. Lucas, ACMM, USN, NAS, Pensacola; Pinion and Young. Three legs are required for the designation of Distinguished Pistol Shot, the highest honor a marksman may attain.

THE BULLETIN BOARD

Crews of U. S. Navy Ships Welcomed by Australians In First Postwar Visit

Australia hailed the visit of 14 U. S. Navy vessels, first such goodwill tour since long before the war, with an enthusiastic welcome. Melbourne and Sydney newspapers printed scores of stories under large headlines while the ships were in, a display resembling the welcome the U. S. press gave when the Fleet returned from Tokyo after World War II.

One anxious editorial writer in Melbourne said:

"I'm happy to report that Rumor is false when she says that U. S. warships coming to Australia will give Melbourne a miss."

And from then until the ships arrived the Melbourne papers were full of plans for the welcome.

Ships visiting Melbourne included USS *Duluth* (CL 87), *Atlanta* (CL 104), *Laffey* (DD 724) and *Ingraham* (DD 694). Ships visiting Sydney at about the same time were USS *Shangri La* (CV 38), *Antietam* (CV 36), *O'Brien* (DD 725), *Walke* (DD 723), *Lowry* (DD 770), *Sumner* (DD 692), *Moale* (DD 693), *Huntington* (DD 781), *Mattaponi* (AO 41) and *Chikaskia* (AO 54).

Melbourne and Sydney turned out a royal welcome for the visitors. Invitations flooded the offices of U. S. officials; dinners and dances were than the length of the visit allowed.

Pleasure trips by rail to scenic points were arranged by Australian officiels; dinners and dances were held; free tickets were provided for shows, football, races and other sports; U. S. teams met Australians in baseball; and there were carnivals and parades.

In return, receptions and dances were held aboard the larger U. S. ships, and open houses found thousands of Australians crowding to the docks for visits on board the vessels.

No Rental Allowance For Time in Hospital

Officers without dependents who are detached from their ship or station and ordered to a hospital for treatment, are not entitled to rental allowances for time served as a patient in the hospital, it was announced by Alnav 177-47 (NDB, 31 August).

An officer authorized as an outpatient, however, may be paid rental allowance for hospital time, provided the medical-officer-in-charge of the hospital furnishes a certificate of non-assignment of quarters showing the officer is "authorized to subsist as outpatient."



"You're saluting the uniform, aren't you, dear?"

Surplus PTs Available For $2,000; Prices Cut

For the man who has the money, a PT boat is available for $2,000.

Prices on 300 surplus vessels took drastic cuts, ranging from a reduction of $25,000 for the price of a coastal tanker to $2,000 for PT boats.

There were twelve PT craft listed for the 50 per cent cut from the former price of $4,000. The 12 tankers were reduced from $100,000 to $75,000.

Other vessels listed at a lower price were: 27 aircraft rescue boats (Ps), reduced from $8,000 to $5,000; 24 subchasers (SCs), reduced from $10,000 to $7,000; 20 coastal transports (APCs), 37 ocean-going tugs (ATRs) and 66 mine sweepers (YMSs |PCSs|) all reduced from $15,000 to $10,000; 71 patrol craft (PCs), from $26,000 to $20,000 each.

Further information concerning the vessels, their locations and purchasing procedures may be obtained from the Small Sales Division, U. S. Maritime Commission, Department of Commerce Building, Washington 25, D. C.

Medical Service Corps Established; Consists of Ensigns to Captains

The Navy has been provided by Congress with a new corps of officers.

It is the Medical Service Corps, established by Public Law 337 (80th Congress). The new corps consists of officers in the grades of ensign to captain, inclusive, with an authorized strength of 20 per cent of that permitted by law for the Medical Corps.

Established in the Medical Department of the Navy, the corps will be composed of the Pharmacy, Supply and Administration Section, the Medical Allied Sciences Section, the Optometry Section, and such other sections as may be considered necessary by SecNav.

Officers of the Medical Service Corps will be staff officers, subject to all provisions of law now existing or hereafter enacted relating to the advancement in rank and retirement of officers of the Medical Corps of the Navy, with the exception of the provisions relating to the composition of selection boards for staff officers. Boards for selection of officers of the new corps for recommendation for advancement in rank will be composed of not less than six nor more than nine officers of the Medical Corps, not below the rank of captain. However, this procedure is subject to

Cornerstone Is Laid For New Naval Hospital

The cornerstone of the new U. S. Naval Hospital at Beaufort, S. C., has been laid, and it is expected the 300-bed establishment will be ready for use in about a year.

Ground was first broken for the five-story, red brick, limestone-trimmed structure on 31 July 1946.

Congressmen, other civil dignitaries, and naval officers attended the cornerstone-laying. Rear Admiral C. A. Swanson, MC, USN, Chief of BuMed, placed historical papers dating back to 1863 in the cornerstone. They included the first request that a naval hospital be built in the area.

When the Beaufort hospital is completed, it will be a major unit in the Navy's chain of 20 permanent hospitals, with bed capacity of 9,000.

the following provisions:

• The authorized number of captains on the active list of the Medical Service Corps shall equal 2 per cent of the total number of officers on the active list of the corps at any one time.

• In case there is not a sufficient number of officers of the Medical Corps legally or physically capacitated to serve on such board, officers of the line on the active list, above the rank of commander, shall be detailed to duty on the board to constitute the required minimum membership.

• Commanders in the Medical Service Corps shall not be involuntarily retired by reason of failure of selection for promotion until they shall have completed 30 years of service.

During the period that appointments to the regular Navy may be made under the provisions of Public Law 347 (79th Congress), all appointments to the Medical Service Corps will be made in accordance with the provisions of that law. Otherwise, appointments in the new corps will be in the grade of ensign from those persons serving as commissioned warrant or warrant officers of the Hospital Corps of the regular Navy, and from civilians who possess the qualifications prescribed by SecNav.

The new public law also makes certain changes in the statutes pertaining to the Hospital Corps. Among these are the following:

• Hereafter, the authorized strength of the Hospital Corps shall equal 3½ per cent of the authorized enlisted strength of the Navy and MarCorps. SecNav is authorized, in his discretion, to establish such grades and ratings in the Hospital Corps as he may deem necessary in the proper administration of the corps. This is subject to the provision that enlisted men of other ratings in the Navy and in the MarCorps shall be eligible for transfer to the Hospital corps. This is subject to the provision ratings in the Navy and MarCorps.

• SecNav may appoint hereafter as many warrant officers in the Hospital Corps as he may deem necessary from the rating of CPO or PO1 in the Hospital Corps, subject to provisions for moral, physical and professional qualifications. It is further provided that the warrant officers now in the Hospital Corps, or hereafter appointed, shall have the same rank, pay and allowances now or hereafter allowed other warrant officers.

TRIBUTE PAID HOSPITAL CORPSMEN

Editor's note—The following letter to the editor of The Naval Reservist from Captain S. C. Lind, MC, USNR, *now a practicing doctor in Cleveland, Ohio, is reprinted here because it is of general interest to all personnel and particularly to medical corps personnel of the regular Navy and the Naval Reserve.)*

SIR: Now that the guns of battle are silent, the ships of the auxiliary fleet largely decommissioned, and their crews returned to civilian life, permit an older officer of the medical corps, who at times was regarded as somewhat unreasonable and too exacting, to pay his tribute to the corpsmen, a good many of whom were Reserves, who served with him during four long years of war.

The 'higher-ups' did not regard the training of the thousands of corpsmen as adequate, but it was the best that conditions permitted. War brooked no delay, nor did time allow sufficient indoctrination of doctors transplanted from civilian practice to places in the Navy medical corps. We were more or less green doctors working with more or less green corpsmen.

At one time, wounded were coming aboard in a steady stream—185 in 10 hours and twice this number in the next 12 hours. Both operating rooms were going full speed, and minor injuries were handled in the dressing room.

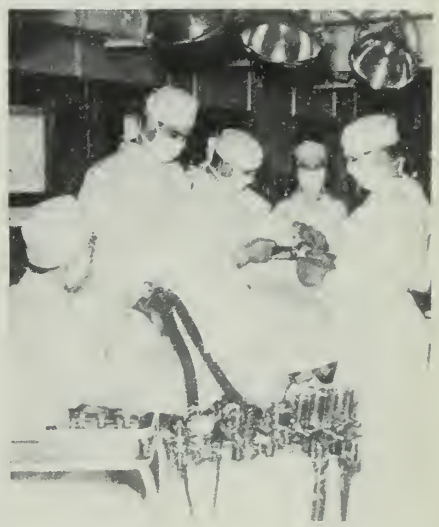
Will I ever forget the hope, the anxiety, the despair, and the mild reproach with which you corpsmen watched our efforts in trying to save a poor boy with multiple wounds, general peritonitis, a racing pulse, low blood pressure, and a board-like abdomen. All corpsmen were pulling for him. Then—failure.

On the other hand, let no one forget your joys and satisfaction over the successes.

Yes, you were faithful, cooperative and willing. You didn't need orders; a suggestion that you do this or that was enough. The relationship was not that of officers and men but that of colleagues.

Together, despite our lack of knowledge of Navy regulations, our inexperience with naval medicine, I say we did quite a job.—Captain S. C. Lind, MC, USNR, Cleveland, Ohio.

This spontaneous tribute to the hospital corpsmen of the Navy by Dr. Lind is just one additional expression of admiration for their efficient and heroic work in World War II.—Rear Admiral C. A. Swanson, MC, USN, *Surgeon General.*



'FAITHFUL and willing. You didn't need orders . . . suggestion was enough. The relationship . . . that of colleagues.'

Reserve Dental Officers To Get Special Training

Reserve dental officers who have returned to civilian life are eligible to apply for two periods of special training at the Naval Dental School, National Naval Medical Center, Bethesda, Md.

The first period, 6 to 18 Oct 1947, will be devoted to the fabrication of the artificial acrylic eye (ocular prosthesis). The technique for this type of prosthesis was developed by the Naval Dental Corps and is much in demand by civilians. This training will prepare the Naval Reserve dentists to do ocular prosthesis on military personnel if they are recalled to active duty.

As the capacity of the dental school is limited, only one dental officer from each naval district may apply.

The second period, 27 Oct to 8 Nov 1947, will be used to familiarize Reserve dental offices with the latest progress in naval and Marine Corps dental organizations.

No quotas have been assigned to the 11th, 12th and 13th Naval Districts, due to limitation of travel funds.

The request for either of the assigned periods of training should be forwarded to the Commandant of the naval district in which the Reserve officer maintains his official residence.

Retainer, Retired Pay Provisions Analyzed; Options Shown

A detailed study of retainer and retired pay is presented in a letter from the Chief of Naval Personnel to all enlisted Fleet Reserve and retired men.

The letter is based on provisions of law and a decision of the Comptroller General. It outlines the options under which these men may elect to receive their retainer and retired pay. Although the letter was prepared expressly for those men already in the Fleet Reserve or retired, a résumé is given here for the information of personnel still on active duty.

The Naval Reserve Act of 1938, as amended, was amended further by Public Law 720 (79th Congress) to provide, among other things, an alternate method of computing retainer and retired pay. The new law requires that members of the Fleet Reserve and retired enlisted men must be granted an option as to the method of computing this pay.

The Comptroller General has held that an election, once made, never can be recalled or changed. A limiting date, 1 Jan 1948, was set for granting the option to men already in the Fleet Reserve or retired. These men were required by the letter to submit election forms to BuSandA by 10 Sept 1947. Men who enter the Fleet Reserve subsequently will be required to make their election to BuPers at the time application for transfer is submitted.

Here are the options under which Fleet Reservists and retired men may elect to receive their pay:

• Option One—They may elect to continue in receipt of retainer and retired pay they now are receiving, for example:

Class F-4-C. One-third of the base pay provided for the rating held at the time of initial transfer, plus permanent additions (longevity), plus extraordinary heroism, if applicable.

Class F-4-D. One-half of the base pay provided for the rating held at the time of initial transfer, plus permanent additions (longevity), plus credit for good conduct or extraordinary heroism, if applicable.

Class F-5. One-half of the base pay provided for the rating held at time of initial transfer to the Fleet Reserve. Upon transfer to the Retired List after a total of 30 years active and inactive service, the permanent additions (longevity) are added to the retainer pay.

• Option Two—Instead of the above methods of computation, under the provisions of Public Law 720 (79th Congress) they may elect to receive retainer and retired pay computed at the rate of 2½ per cent of the annual base and longevity pay provided for the rate at time of initial transfer to the Fleet Reserve, multiplied by the total number of years of active Federal service. This sum may be further increased by an additional 10 per cent if the individual is credited with extraordinary heroism. For the purpose of Public Law 720, active Federal service is defined as all active service in the Army of the United States, the Navy, the Marine Corps, the Coast Guard, or any component thereof.

In regard to the Comptroller General's decision, one may not elect to

HERE ARE TABLES FOR PAY GRADE ONE

Class F-4-C

YRS. OF ACTIVE SERVICE	RETAINER & RET. PAY PUB. LAW 732 (old).	RETAINER & RET. PAY PUB. LAW 720 (new).*
12	$ 88.00	$ 59.40
13	88.00	64.35
14	88.00	69.30
15	96.25	77.34
16	96.25	82.50
17	96.25	87.66
18	104.50	96.53
19	104.50	101.89

It will be noted there is no increase in retainer and retired pay under Public Law 720 for less than 19 years of service.

20	104.50	107.25
21	112.75	116.94
22	112.75	122.51
23	112.75	128.08
24	121.00	138.60
25	121.00	144.38
26	121.00	150.15
27	129.25	161.49
28	129.25	167.48
29	129.25	173.46 (1)
30	137.50	185.63 (1)

*Add 10 per cent if credited with extraordinary heroism.

Class F-5

Yrs. of Active Service	Retainer Pay Pub. Law 732 (old)	Retired Pay Under Pub. Law 732 (old)	Retainer & Retired Pay Pub. Law 720 (new)*
20	$82.50	$132.00	$107.25
21	82.50	140.25	116.94
22	82.50	140.25	122.51
23	82.50	140.25	128.08
24	82.50	148.50	138.60
25	82.50	148.50	144.38
26	82.50	148.50	150.15
27	82.50	156.75	161.49
28	82.50	156.75	167.48
29	82.50	156.75	173.46 (1)
30	82.50	165.00	185.63 (1)

Attention is invited to the years of service in the above columns and that retirement from Class F-5 is by reason of completion of 30 years' active and inactive service in the Fleet Reserve.
*Add 10 per cent if credited with extraordinary heroism.

Class F-4-D

YRS. OF ACTIVE SERVICE	RETAINER & RET. PAY PUB. LAW 732 (old).*	RETAINER & RET. PAY PUB. LAW 720 (new).**
17	$123.75	$ 87.66
18	132.00	96.53
19	132.00	101.89
20	132.00	107.25
21	140.25	116.94
22	140.25	122.51
23	140.25	128.08
24	148.50	138.60
25	148.50	144.38

It will be noted that up to and including 25 yeasr' srevice the benefits under Public Law 720 are less than the benefits under existing retainer pay rates.

26	148.50	150.15
27	156.75	161.49
28	156.75	167.48
29	156.75	173.46 (1)
30	165.00	185.63 (1)

For 26 to 30 years' active service the benefits accruing under Public Law 720 are greater except in the case of those persons having 26 to 28 years' active esrvice inclusive who are entitled to 10 per cent additional for good conduct or extraordinary heroism.
*Add 10 per cent if credited with extraordinary heroism or good conduct.
**Add 10 per cent if credited with extraordinary heroism.

(1) The maximum retainer or retired pay an enlisted man may receive under the provisions of Public Law 720-79th Congress is 75 per cent of the active—duty base and longevity pay being received at the time of transfer. Consequently, if 10 per cent for extraordinary heroism is added to the amounts tabulated above under Public Law 720, the maximum allowable of 75 per cent will be exceeded in cases of men with 29 and 30 years' active service. In such cases only a sufficient part of this 10 per cent credit will be added to bring the total pay up to the allowable 75 per cent maximum. As shown above, this amount is $185.63.

receive retainer pay as computed in Option Two and upon transfer to the Retired List change to the method given in Option One. Nor may any other combination of options be elected.

The letter gave the following facts for information and assistance:

• A minority enlistment of less than 4 years that counted as a four-year enlistment for the purposes of transferring to the Fleet Reserve may not be counted as four years' "active Federal service" for purposes of computing pay under Option Two. Only "day for day" service can be counted.

• The time between date of actual discharge and the date of expiration of enlistment, when discharged within three months prior to the date of expiration of enlistment, may not be counted as "active Federal service" for the purpose of computing pay as provided in Option Two. Again, only "day for day" service counts.

• Personnel transferred to the Fleet Reserve with *more than* 16 years of naval service for eligibility for transfer, and who have been advanced in rate while performing active duty subsequent to initial transfer, are entitled upon return to an inactive status to retain such advancement and have their retainer pay based upon the pay provided for the higher rate. Also, this pay may be increased by 10 per cent for an award for extraordinary heroism received after recall to active duty, except for men in Class F-5 who elect to have their pay computed under the preceding Public Law 720 method.

• Personnel transferred to the Fleet Reserve in Class F-4-C are not entitled to be reclassified as Class F-4-D although the active service performed subsequent to initial transfer when added to the service credit at time of transfer is sufficient to total 20 years or more.

• Individuals who were not receiving a credit of 10 per cent additional pay for conduct upon initial transfer to the Fleet Reserve may not, solely by reason of subsequent active service, become entitled to such additional credit.

The accompanying tables were prepared for purposes of information only. The pay of a man in pay grade 1 was used. Other pay grades would be proportionately lower. The table illustrates the differences between retainer and retired pay rates under Public Law 732, 75th Congress (1938), and those provided by Public Law 720, 79th Congress (1946).

New Fleet Reserve Class Established; Requires 20 Years' Active Service

Establishment of a new class of the Fleet Reserve was announced by BuPers Circ. Ltr. 130-47 (NDB, 31 July).

The new group, Class F-6, Fleet Reserve, is the result of Public Law 720 (79th Congress), which amended the Naval Reserve Act of 1938. Eligibility requirements for transfer to the new class provide that a regular Navy enlisted man must have:

• Completed 20 years of active Federal service.

• First enlisted in the Navy after 1 July 1925, or re-enlisted in the regular Navy after 1 July 1925, having been out of the regular Navy for more than 3 months.

It should be noted that completion of 20 years' *active* Federal service is required. This is in accordance with a ruling by the Assistant Comptroller General. Accordingly, only actual "day for day" Federal service may be used in determining eligibility for transfer to Class F-6.

The circular letter pointed out that the Assistant Comptroller General's decision removed, in effect, the authority under which transfers were previously made to Class F-5. The only classes of the Fleet Reserve to which personnel now may be transferred are either F-4-C, F-4-D or F-6, as applicable.

Personnel who would have been eligible previously for transfer to Class F-5 now must complete the requirements for, and be transferred to, Class F-6. The distinction between requirements for transfer to these two classes lies in the wording "20 years' naval service" and "20 years' active Federal service." Under the decision, men cannot become eligible for transfer to Class F-6 upon completion of the so-called "short 20."

All personnel being transferred to the Fleet Reserve will be granted an election as to the method by which their retainer and retired pay will be computed. (That is, under the old and new laws. For a discussion of these options, see accompanying story on this page.)

The letter stressed the fact that the option provided applies only to the method of computing retainer and retired pay, and not to the class to which transferred. Men will be transferred to Class F-4-C, F-4-D or F-6 in accordance with the service eligibility requirements of these classes, regardless of the pay option chosen.

Until such time as NavPers 630 (Application for transfer to the Fleet Reserve) is revised, the option will be typed on the reverse side of the application form (NavPers 630) over the signature of the individual concerned, and will be worded as follows:

"I elect to receive retainer and retired pay computed as prescribed in accordance with the provisions of ————*.

"I understand that retainer and retired pay must be computed under the same law. I also understand that once this election is made, it may neither be recalled nor changed."

* Insert either "Public Law 732 (75th Congress)" or "Public Law 720 (79th Congress)."

For information regarding computation of pay for the various classes of the Fleet Reserve, see accompanying story on this page.

Allowance Card Inserts Ready for Requisition

New allowance card insert now may be requisitioned from naval district publications and printing offices.

It was announced in BuPers Circ. Ltr. 129-47 (NDB, 31 July) that because of the increasing demand for the insert, it had been given a standard BuPers form number (NavPers 510) to aid in procurement.

An illustrated outline for setting up and maintaining muster card and allowance cards was explained in a pamphlet previously distributed by BuPers to ships and stations.

"Marines Will Do Utmost To Insure Its Success"

Marines received the following message (Almar 72) from the Commandant, U. S. Marine Corps, as the National Security Act became law:

"The National Security Act coordinating the armed forces of the United States under a Secretary of Defense has been enacted and is now a law of the nation. The effective operation of this legislation and the achievement of its objectives will require the wholehearted support and cooperation of every member of the armed forces. I am confident that marines everywhere will do their utmost to insure its success. A. A. Vandegrift."

Photo Interpretation Course Operating; New Class Every 16 Weeks

A course in photographic interpretation began at the Photographic Interpretation Center, Receiving Station, Washington, D. C., 29 August. Announced in Navact 16-47 (NDB, 31 July), a new class will convene every 16 weeks thereafter.

Eligible for the school are regular Navy officers with rank of ensign through lieutenant commander. To meet entrance qualifications the applicant should have college level training, or experience in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, mathematics or other allied subjects.

Selected graduates may be given an additional 15-week course in photogrammetry. Specially qualified officers may also be ordered to photogrammetry school without basic course in photographic interpretation. Officers satisfactorily completing the course in photographic interpretation will be eligible for one tour of duty in a photographic interpretation billet, or in a billet having photographic interpretation as collateral duty.

Requests may be submitted via official channels to BuPers (Attn: Pers 4221). Applications should reach BuPers not later than one month prior to convening date.

Subsistence, Quarters, Per Diem Rates Listed

Regulations governing allowances for quarters and subsistence to enlisted men, and per diem allowances to all naval personnel on duty outside CLUSA and in Alaska, have been revised by Executive Order 9871.

The executive order is quoted in BuPers Circ. Ltr. 132-47, and amplified in Alnav 166-47 (both in NDB, 31 July). The Alnav lists the specific determinations for monetary allowances which SecNav was authorized to make under the executive order.

Points covered by the Alnav:

- The general rate for enlisted quarters allowance is continued at $1.25 per diem.
- The general rate for enlisted subistence allowance is continued at $2.25, and $1.20 where government messing facilities are furnished.
- MAQ is continued, under present conditions of entitlement, for the first three pay grades. The general rate of $1.25 is applicable for all places not specifically named in the directive. The MAQ rate for places specifically named in the Alnav will apply only if dependents have established residence in the locality.
- Credit of MAQ must be supported by allotment to the dependent of an amount not less than 30 times the daily MAQ rate.



"Say, I beg your pardon . . . but do you mind moving your hat slightly forward and a little to starboard?"

First Postwar Maneuvers For MarCorps Air Reserve

First postwar maneuvers for Marine Air Reservists were held during August and September after mobilization for the training was completed by fast Marine air transport planes.

Reservists from 24 Marine fighting squadrons, eight Marine ground control intercept squadrons and 21 Marine air detachments, as well as officers and men from the Marine Air Reserve Training Command Headquarters at Glenview, Ill., participated in the maneuvers.

On 15 August, Marine Air Reservists from the eastern half of the U. S. assembled at the MarCorps Air Station, Cherry Point, N. C. Those from the western half assembled at the MarCorps Air Station, El Toro, Calif., on 8 September.

During the 15-day training periods, the MarCorps Air Reservists covered a full schedule of events including latest fighter plane tactics, bombing, rocket firing, and close ground support problems with men from the MarCorps Base, San Diego, Calif., and the MarCorps Base, Camp Lejeune, N. C.

One of the principal phases of the maneuvers was the mobilization effort which demonstrated the rapidity with which the Reservists can be assembled in event of a national emergency.

Naval Personnel to Pay Tax on Service Income Beginning 1 Jan 1949

The income tax liability of naval personnel has been altered considerably by changes in the Internal Revenue Code made by the 80th Congress in its first session.

Foremost among these changes is one imposed by Public Law 384, which provides for the removal, effective 1 Jan 1949, of the income tax exemptions now enjoyed by service personnel.

These exemptions—all pay of personnel below commissioned rank, and up to $1,500 of the service pay of commissioned officers—may be applied to pay received during the calendar year 1948. After that, however, service personnel will compute their income tax in the same manner as civilians.

Other provisions of P. L. 384 are as follows:

- Pay for military and naval service will be subject to withholding taxes, effective 1 Jan 1949, in the same manner now provided for civilian employees.
- The automatic deferment of income tax payments or returns for personnel absent on sea or foreign service duty is terminated not later than 31 Dec 1947. At present, members of the armed forces who are absent on sea or foreign service on the due date have an automatic deferment until the 15th day of the sixth month following their return to the U. S. Although the law provides that the Commissioner of Internal Revenue may extend the deferred date beyond 31 Dec 1947, personnel have been advised to file federal income tax returns for which they may be liable for all back years not later than 31 December.

Another act, Public Law 367 substantially enlarges the benefits previously given in regard to unpaid federal income tax liabilities of members of the armed forces who died while on active duty during the war period. The new law provides that any member of the armed forces who dies while on active service on or after 7 Dec 1941, and prior to 1 Jan 1948, shall not be subject to federal income taxes for the taxable year in which he dies, or for any prior taxable year (ending on or after 7 Dec 1941). Taxes paid by personnel in this category may be refunded to

executors, administrators or beneficiaries.

Public Law 310 clears up a point in connection with the tax liability of former POWs and internees. Sec. 251, Internal Revenue Code, provided that a citizen of the U. S. was exempt from tax upon income from sources outside the U. S., if at least 80 per cent of his gross income was derived from sources within a possession of the U. S.; and if at leat 50 per cent of his gross income was derived from the active conduct of a trade or business within a possession of the U. S. The place where the taxpayer physically performed his services determined the source of his income for such services.

The new law provides that, for the purposes of Sec. 251, citizens of the U. S. serving in a possession of the U. S., either as a member of the armed forces of the U. S. or as an employee when taken as POWs or interned, shall be considered to have been "within a possession of the U. S." during their confinement by the enemy. This will be considered to be true, even though such confinement may have been outside of a "possession of the U. S." The law also provides that any compensation received by such POWs or internees during their imprisonment or internment will be considered as "compensation received outside the U. S." This law is applicable for taxable years beginning after 31 Dec 1941.

Specific income tax questions by naval personnel may be sent to the Professional Assistant's Division, BuSandA, OB-1, Navy Department, Washington 25, D. C.

Reserve Armory Program Nearing Half-Way Mark

The postwar Naval Reserve is making progress with its building program.

Eighty competitive lump sum concontracts have been awarded for the 180 proposed quonset buildings to be used as armories throughout the country. When completed these armories will contain such up-to-date training equipment as bridge mockup, radio and radar equipment, machine and carpenter shops, diesel generators, electrical maintenance equipment, gyrocompass room and various other naval training installations.

Present armories now used for such training purposes are scheduled for a general overhaul, and 120 mooring sites are being constructed to aid the training of Naval Reservists.

Assignment to General Line School Limited To Officers Transferred to Regular Navy

Line officers who have transferred to the regular Navy from Reserve or temporary officer status in ranks of lieutenant commander and below need not request assignment to the general line school. BuPers Circ. Ltr. 135-47 (NDB, 31 July) announced that such eligible officers will be assigned to the school automatically as they may be made available for the training.

Transferred officers holding the rank of commander who wish the schooling must specifically request it.

General line instruction is not available to line officers classified AEDO and EDO, nor to SDO and LDO officers when they are so designated.

BuPers considers it desirable to provide general line instruction to Naval Academy graduates, but limitations of personnel and funds make it necessary to limit enrollment to transferred officers for the present.

The U. S. Naval School (General Line) was established at Newport, R. I., after a board appointed by SecNav had recommended that such a school be established to provide a professional education that would put transferred officers on as nearly as possible an equal footing with their Naval Academy contemporaries.

The BuPers letter said: "The general line course of instruction, while a part of the prewar postgraduate educational pattern for naval officers, is of particular importance at this time in order to meet the pressing need to broaden the professional knowledge of a large number of transferred Reserve and temporary officers who, during the war years, served in specialized assignments."

The general line course is intended to provide line officers with sufficient background in naval subjects to permit normal rotation between different types of assignments at sea. It also is of considerable value in providing a foundation of general, basic information required in examinations incident to selection for promotion.

It is planned, as nearly as practicable, that transferred officers will be assigned to general line instruction in time to graduate before they have completed seven years of commissioned service. This will not be possible in all cases, as many transferred officers already have had more than seven years' commissioned service.

Winter Ice Tests Planned By Navy for Jet Fighter

The Phantom, Navy jet fighter plane, will be ice-tested this winter by exposing it to the rigid blasts atop Mount Washington in New Hampshire, highest peak on the east coast.

The primary object of the tests will be to see whether ice will form first on the jet engine or the wings.

The height of this peak is 6,288 feet. It is unique in the United States in that it has vegetation similar to that found in the Arctic regions, plus 150-mile-an-hour winds which produce severe icing conditions.

The plane will be enclosed in a flat top "Butler" building open at both ends during the tests, to form a natural wind tunnel. During non-test periods the building will be enclosed to protect the personnel, for the thermometer sometimes falls to 40 degrees below zero.

Construction of the buildings by Seabees is scheduled to be completed by mid-September, although the actual tests will not start until a much later date.

The Mount Washington cog railroad will carry the plane to the summit on a flat car.

Engineers from the Aircraft Icing Research Laboratory of the Wol-Chamberlain Co., Minneapolis, Minn., and the Aeronautical Engine Laboratory, Naval Air Material Center, Philadelphia, Pa., will conduct the tests.

1,000,000 Applications For GI Loans Approved

Over 1,000,000 applications for GI loans, with a face value exceeding $5,000,000,000, have been approved by the Veterans Administration.

Of the total amount loaned by the Government, approximately 88 per cent was for homes, 4 per cent for farms, and 8 per cent for business purposes. About one in every 14 eligible veterans has made applications for a loan.

To be eligible, a veteran must have served at least 90 days any time between 16 Sept 1940 and 25 July 1947 and have a discharge other than dishonorable, or a service-incurred disability if he served less than 90 days. Veterans who are eligible may apply for GI loans through 24 July 1957.

Enlisted Personnel Shore Duty Assignments System Outlined

The system under which shore duty assignments are allocated to deserving enlisted persons was described in BuPers Circ. Ltr. 139-47 (NDB, 31 July). The letter cancelled BuPers Circ. Ltr. 249-46.

It was also pointed out that directives pertaining generally to forwarding of requests from enlisted persons for change of duty are still in effect, including: BuPers Circ. Ltrs. 175-42, 50-45, 96-46 and 102-47.

The new circular letter provides that enlisted men who are otherwise eligible currently may submit requests for shore duty only after they have accumulated continuous sea and overseas service as follows:

The provisions of the new letter are discussed under subject headings following:

• Definitions

Shore duty is defined as duty in the allowances of continental U. S. shore activities (including naval districts, river commands, Naval Air Training Command, Naval Airship Training and Experimental Command, the Recruiting Service; bureaus, boards and offices of the Navy Department and BuPers activities); naval missions and attaches, except China and the Philippines; fleet activities and naval billets in the Fleet Marine Force based on shore in the continental U. S., except for aviation branch ratings attached to shore-based fleet air activities. Although duty in the Atlantic and Pacific Reserve Fleets after inactivation is to be designated as shore duty (BuPers Circ. Ltrs. 248-46 and 79-47), it currently will not be counted as shore duty for the purpose of determining eligibility for shore duty elsewhere.

Overseas shore duty is defined as duty in the allowance of shore activities in the Island of Oahu, Canal Zone, San Juan, Bermuda and Europe.

A normal tour of shore duty is two years. However, shore duty over one year shall be counted as a normal tour if the needs of the Navy require transfer before completion of two full years. The date of commencement of shore duty is the date of reporting at the shore duty activity to which first regularly assigned. The date termination of shore duty is the date on which detached from the shore duty activity.

Duty in the U. S. between sea assignments or overseas assignments classed as sea duty (such as new construction details, organized Seabee units, instruction in service schools, hospitalization, general detail, and duty which would normally be considered shore duty except that it extended over a period of less than one year) shall be considered sea duty for purpose of establishing eligibility for a normal tour of shore duty.

• Computation

Men re-enlisting under broken service do not receive credit for sea duty in prior enlistments for the purpose of establishing eligibility for shore duty or in computing total sea service for precedence on the shore duty eligibility list.

Duty at a base classified as overseas shore duty, and duty in the Atlantic and Pacific Reserve Fleets, will not count as sea and overseas service for establishing eligibility for shore duty, nor will such duty disqualify a man for shore duty within the continental U. S. if he is otherwise eligible.

For example: A man with 10 years' continuous sea and overseas service, who is attached to Com 15 (Canal Zone), will not accrue additional sea and overseas service while so serving, but he remains eligible for shore duty assignment at such time as his position on the shore duty eligibility list entitles him to it.

Sea or shore duty under temporary officer appointment shall be combined with previous and subsequent enlisted service in determining eligibility for shore duty of former temporary officers who have reverted to enlisted status.

• Requests

Requests are to be submitted in the form indicated in enclosure 1 to the circular letter. The form provides for three choices of shore duty, which may be indicated by naval districts and statements of preferred locality within districts. A naval mission or naval attache may be listed as a choice. Second choices, if indicated, should be in naval district other than the one stated in the first choice.

Submission of request includes statement of willingness to extend enlistment for shore duty when necessary. Orders, when issued, contain a two-year obligated service requirement which must be fulfilled at time of transfer.

Requests submitted in accordance with BuPers Circ. Ltr. 249-46 (which was cancelled by Circ. Ltr. 139-47, as stated above), which have not been acknowledged by BuPers, will be reviewed by BuPers in accordance with these current instructions. Resubmission of request will not be necessary in any case where the CO has been informed that a man's name has been entered on the shore duty eligibility list. Men whose previous requests were not acted upon favorably because they did not then meet current requirements, may resubmit requests under the current directive if they now meet requirements.

• Transfer

BuPers will maintain a shore duty eligibility list and will control transfer of enlisted persons to shore duty in the U. S. (except for fleet activities based on shore in the continental U. S.), and to naval missions and attaches.

It is planned that specific duty assignments will be determined in advance, transfer of men to shore duty. This is to permit men to arrange for transportation of dependents and

New Postgraduate School In California Approved

The Navy, in two bills signed into law by the President, has been authorized to establish a new postgraduate school at Monterey, Calif., and to separate the present postgraduate line school at Annapolis from the Naval Academy.

The first bill, now P. L. 302 (80th Congress), authorizes purchase of the Del Monte Hotel in Monterey for a naval postgraduate school. An appropriation of $2,500,000 has been granted to acquire the hotel and equip it to accommodate from 500 to 600 line officers. The hotel, formerly a luxury resort, was converted for naval use during the war under a lease.

Public Law 303 (80th Congress) authorizes separation of the Navy's postgraduate school at Annapolis from the Naval Academy, and the appointment of a separate superintendent. The law constitutes enabling legislation for a naval postgraduate school which heretofore has existed only as a division of the Naval Academy, under the general supervision of the Academy superintendent.

household effects, to curtail travel and to reduce expense to the government and to the individual.

Orders normally will be issued two months before the date it may be expected the man will report at the shore assignment. Transfer orders will be issued by BuPers to the command to which the man is attached, at time selection is made from the shore duty eligibility list. Orders will direct transfer to a designated activity.

If, upon receipt of a transfer order the man does not desire the shore duty designated, orders will be considered cancelled. Men not desiring such transfer may not submit a new request for shore duty until one year from the date of non-acceptance or one year from date of re-enlistment or enlistment as extended.

It is the desire of the Chief of Naval Personnel that, insofar as practicable, men will be assigned to shore duty in the locality of their choice.

For more details on the administrative procedures involved in transfers, see the circular letter.

• Hardship

Special preference will be given individual requests for shore duty from persons who meet the shore duty eligibility requirements and whose home conditions may be classed as constituting undue hardship. Requests for special consideration for shore duty must be submitted in the form prescribed in the enclosure to the circular letter, and must be accompanied by substantiating documents which positively establish a condition of unusual hardship.

Men who have hardship cases but who do not meet the shore duty eligibility requirements may submit requests, together with substantiating documents, for assignment to shore duty for a period not to exceed four months. If such men's continued presence ashore is necessary beyond four months for hardship reasons, request may be submitted for a dependency discharge in accordance with Art. D-9108, BuPers Manual.

• Emergency Leave

A transfer to shore duty for hardship reasons should not be requested in cases where emergency leave is obviously more appropriate. BuPers Circ. Ltr. 193-46, as administered for the forces afloat by detailed instructions of the respective fleet commanders, is authority for granting emergency leave. When reasonably substantiated, critical illness, destitution or death in immediate family are considered adequate grounds for granting emergency leave.

• General

Total continuous sea duty, including overseas duty, since the last tour of shore duty will be the controlling factor in selecting personnel for transfer to shore duty from the shore duty eligibility list.

Enlisted persons will be carried on only one eligibility list at a time (either recruiting duty, district duty or shore duty administered by a fleet commander).

Naval attache duty requirements are for aviation ratings only and in a very limited number.

Few billets exist in naval missions, and men should make request for these only as an alternate choice unless they have outstanding language qualifications.

Men who have requested shore duty and who, prior to receiving orders, decide they no longer desire a shore assignment, should request removal of their names from the eligibility list.

Overseas shore activities are under the jurisdiction of fleet commanders and requests for such duty should be addressed to them.

Changes Made in List Of Open, Closed Rates

The list of ratings to which advancements may not be made by commanding officers to fill vacancy in ship or station allowance was revised by Alnav 170-47 (NDB, 31 July). The basic list is contained in Alnav 24-47 (NDB, 31 January).

Alnav 170 deleted MM2 from the list and added AFC2 and AFC3.

The list of ratings to which advancements may not be made, at present) thus reads: PR2, BM2 and COX, GM2 and 3, MN2 and 3, TM2 and 3, SM2 and 3, AOM2 and 3, AOMT2 and 3, TMV2 and 3, SC2 and 3, BKR2 and 3, WT2 and 3, BGM2 and 3, ST2 and 3, CK2 and 3, AFC2 and 3.

The rating situation is under constant analysis by BuPers, and this list is subject to amendment from time to time. Such amendments will be reported in ALL HANDS Magazine.

Reserve Units Authorized To Maintain Single Fund For Welfare, Recreation

Naval Reserve units have been authorized to maintain recreation funds, to provide for recreation, amusement and welfare, according to Naval Reserve Multiple Address Letter 30-47. Details for administration of the fund were stated, following, in general, procedures issued by SecNav for administration of such funds with the Navy and Marine Corps.

The directive provides also for administration of athletic and other equipment purchased with recreation funds.

Each Naval Reserve unit will keep its non-appropriated income in a single recreation fund, and other funds from similar sources are prohibited except on specific permission of BuPers.

Sources of income, which must be deposited in recreation funds, include profits from canteens, gifts or donations from private individuals, receipts from social functions and athletics admissions, and assessments on members.

The CO is responsible for the general administration of the account, but a commissioned officer must be designated as custodian of the fund and equipment.

A three-officer council audits the account and inventories equipment. An enlisted recreation committee is given access to review the condition of the fund and to make recommendations as to expenditures. Both groups must approve expenditures.

Flight Training Classes Organized Every 2 Weeks

Flight training (HTA) classes for commissioned officers are being organized about every two weeks, it was announced in BuPers Circ. Ltr. 121-47 (NDB, 15 July).

Officers wishing assignment to Circ. Ltr. 87-46 (NDB, Jan-June flight training may determine their eligibility in accordance with BuPers 1946) and submit applications via COs in accordance with Alnav 57-47 (NDB, 28 February), to the Chief of Naval Personnel (Attn: Pers 3116).

Circ. Ltr. 121-47 listed officers who have applied for, and are qualified for flight training, and said they will be ordered to flight training when they can be released from their present assignments by BuPers.

All Current Leave Regulations for Naval Personnel Listed

All current leave regulations, including changes made by the 80th Congress, have been incorporated into one comprehensive, easily-read letter issued jointly by BuPers and BuSandA.

As outlined by the joint letter, dated 25 Aug 1947, current leave regulations are as follows:

Authority

The Armed Forces Leave Act of 1946, as amended, is the authority for leave. Each member of the naval service shall be entiled to leave at the rate of $2\frac{1}{2}$ calendar days for each month of active service. Excluded are periods of AOL, AWOL and confinement as a result of sentence of a deck court, summary court martial or general court martial. Not excluded is time lost due to SKMC and other causes.

Limitations

Each member of the naval service shall be entitled to leave while on active duty (exclusive of periods of active duty of less than 30 days, and of periods of active duty for training purposes only). During such leave he shall be entitled to the same pay and allowances he would receive if not on leave, and to any additional or other allowances authorized or provided by law for persons while on leave. The following limitations apply:

- Leave is earned at the rate of $2\frac{1}{2}$ days a month, excluding periods of AOL, AWOL and confinement as a result of court martial sentence
- Leave may not accumulate in excess of 60 days after 31 Aug 1946.
- Leave accumulated shall not survive death occuring during active military service. Cash settlements authorized in lieu of leave (which we'll discuss later) may be paid only to living members and living former members of the Navy.
- Personnel shall not be granted, immediately prior to separation, leave which accrued during their period of service when it is known that such separation will be under other than honorable conditions.

Authorized Commands

- Commanders of fleets, forces, detachments or groups, sea frontiers, type commands, and COs of ships are authorized to grant leave pursuant to these instructions to naval personnel under their command, subject to such restrictions as may be imposed by higher authority. The SOPA is authorized to grant the same leave, subject to such restrictions as may be imposed by higher authority.
- Commandants, commanders, COs or other officers in administrative command of shore activities are authorized to grant the same leave authorized above, subject to such restrictions as may be imposed by the commandant of the naval district or river command, or higher command.
- Chiefs of bureaus and offices of the Navy Department are authorized to grant the same leave authorized above to officers on duty in the bureau or office. An officer, reporting to the commandant of a naval district or river command for duty, whose reporting senior is the chief of a bureau or office of the Navy Department, will request leave from the commandant after obtaining approval of such leave from his reporting senior; in an emergency, the commandant may grant leave to such officers, in which case he shall inform the reporting senior of the action taken.

Amount of Leave

For officers, current instructions promulgated by administrative commands governing limitations on the amount of leave granted at any one time remain in effect; requests for leave in excess of 30 days shall be forwarded to the Chief of Naval Personnel as before. For enlisted men, COs are authorized to grant all leave to which entitled, subject to such conditions as administrative commanders may prescribe. Requested leave to which entitled should be granted to enlisted men during the following periods when consistent with service requirements and other exigencies (and in addition to leave granted while attached to a ship or station):

- When being transferred from sea duty to shore duty and prior to reporting to shore billet.
- When being transferred from sea duty to a service school and prior to reporting to service school on designated convening date.
- Upon completion of school assignment.
- When ordered to sea duty, not having completed normal tour ashore.
- When in a transient status between sea duty assignments.

A maximum of 10 days leave may be granted to enlisted personnel ordered to sea upon completion of normal tour of shore duty. Men on shore duty should take leave as accruing during shore duty tour.

Except as limited in the first paragraph of this section, COs may grant to officer and enlisted personnel the amount of leave which is indicated in the "Balance Available" column of the leave record, plus the leave which has been earned since the previous 30 June and the leave which will be earned by the next 30 June. However, not more than 60 days' leave may be granted at one time, except as specifically authorized in these instructions.

Policy

- Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when return is made before the regular hour for forenoon quarters on board ship or for beginning work at shore stations, in which case it shall not be counted as a day of leave.
- Personnel hospitalized while on leave shall not be charged with leave for the period of hospitalization as far as leave accounting is concerned. Personnel must advise their COs when admitted to a hospital, requesting instructions.
- Personnel ordered to temporary duty while on leave will revert to duty status. No charge against leave will be made for the period of such duty. Unless otherwise directed in orders, personnel will revert to leave status upon completion of duty for the unexpired portion of leave.
- Upon permanent change of station, delay to count as leave enroute may be granted, provided the exigencies of the service permit. Where practicable, the orders should indicate the date of reporting to new duty station.
- Enlisted personnel who signify their intention to re-enlist immediately (on board the day following day of discharge) have the following options:

(1) On date of discharge receive compensation in cash on the basis of the base and longevity pay applicable to such member on the date of discharge and the allowances authorized for such earned leave not exceeding 60 days standing to their credit at time of discharge. The allowances are 70 cents a day subsistence, plus $1.25 a day for quarters for enlisted personnel in pay grades 1, 1A, 2 and 3 with dependents at

time of discharge. Those selecting this option start the new enlistment with a zero leave credit. After re-enlisting, re-enlistment leave not exceeding 30 days may be granted in advance of accrual. When leave in advance of accrual is taken as re-enlistment leave, additional leave may be granted only under certain conditions (discussed under section entitled Advance Leave).

(2) Carry over the earned leave existing at time of discharge on a continuous service basis. After re-enlisting, leave earned during previous enlistment may be combined with 30 days in advance of accrual to arrive at a maximum of 90 days re-enlistment leave.

Re-enlistment leave is chargeable as leave. Leave in advance of accrual, not exceeding 30 days, may be granted upon re-enlistment. If option (1) is taken, re-enlistment leave not exceeding 30 days may be granted. If option (2) is selected, re-enlistment leave not exceeding 90 days may be granted.

• Advance leave is authorized in the following instances:

(1) For re-enlistment leave as authorized above.

(2) Up to 30 days' leave in advance of accrual may be granted at any time as emergency leave if sufficient potential obligated service remains. Leave in excess of this amount shall not be granted without advance approval of the Chief of Naval Personnel.

(3) Leave may be granted at any time during a fiscal year to the extent of the leave which may be earned during that fiscal year, plus leave credit from prior years, provided leave granted at any one time does not exceed 60 days. (Limitations on the amount of leave which may be granted enlisted personnel on change of duty, discussed earlier, also enter the picture here.)

(4) During the last six months of obligated service, leave in advance of accrual may be granted not to exceed maximum potential leave.

(5) Recruit leave may be in advance of accrual. The amount which may be taken will be announced periodically in separate directives to training stations.

(6) First leave of newly-commissioned officers may be in advance of accrual. The amount will be stipulated by BuPers in the first orders.

• No travel time shall be granted in conjunction with leave except in connection with leave within the U. S. during foreign service. The following conditions apply:

(1) Leave to visit the U. S. shall commence on departing from the port (or aerial port) at which landed in the U. S. for leave destination.

(2) Personnel shall be considered as returned to a duty status upon date of reporting at U. S. port (or U. S. aerial port) of embarkation for return to foreign service.

(3) Travel performed to and from the U. S. and delays at port shall be in a duty status.

(4) No travel expenses shall be allowed in connection with visits to the U. S. for leave.

When leave is granted as delay in travel orders, the time for travel otherwise allowed under the orders may be taken without charge as leave.

• Leave may be taken only as prescribed in these instructions, and then only on a calendar day basis as vacation or absence from duty with pay, as accruing to the extent consistent with service requirements and other exigencies. COs will insure that all persons are afforded the opportunity and encouraged to take leave annually as accruing, in order to preclude making cash settlement for unused leave at time of discharge or release from active duty.

• Re-enlistment leave normally should be taken upon re-enlistment. However, it may be taken later during the period of the enlistment if the individual so elects, but the time of taking such leave then will be at the discretion of the individual's CO. Furlough travel allowance shall be paid in accordance with current instruction when re-enlistment leave is taken.

Computation of Leave

Leave shall be computed for all naval personnel in accordance with the following instructions:

• A leave credit was computed as of 31 Aug 1946 for each member of the naval service on active duty on Sept 1946. The amount of that credit in excess of 60 days was settled for in bonds and or cash. The credit of 0 to 60 days was entered in the leave record. Personnel who entered active duty on or after 1 Sept 1946 had a zero leave credit entered in their leave records at time of reporting for active duty.

• Subsequent to 1 Sept 1946, leave taken and leave credited is accounted for on a fiscal year basis. On 31 June 1947, each individual's leave account was charged with leave taken during the period 1 Sept 1946 to 30 June 1947, and credited with 25 days' leave earned ($10 \times 2\frac{1}{2} = 25$), less any required deductions for periods of AWOL, AOL and confinement as the result of sentence of a court martial. If the total net leave credit (earned leave) exceeded 60 days, the excess over 60 was dropped. On each subsequent 30 June, a charge is made of leave taken during the fiscal year and a credit made of 30 days' leave earned during the fiscal year, less any required deductions—and always provided that the total does not exceed 60 days. In any case where only a part of the fiscal year is to be considered, the earned leave is prorated at the rate of $2\frac{1}{2}$ days for each month of active service.

• In making the deductions for AWOL, AOL and confinement, the total number of days AWOL, AOL and confined is deducted from the number of months and days active duty during the fiscal year. Example: An individual is AOL 15 days; the 15 days are subtracted from 12 months (if on active duty the entire year), leaving a balance of 11 months, 15 days. The leave earned on 11 months, 15 days is 29 days.

• Enlisted personnel who are discharged, or whose enlistments are terminated, to accept a commission, warrant, or acting appointment as warrant, and enlisted personnel who are appointed temporary commissioned officers or temporary warrant officers shall carry forward into commissioned officer or warrant officer status the earned leave standing to their credit at the time of change in status. Temporary officers reverting from commissioned or warrant officer to enlisted status shall carry the earned leave standing to their credit at time of the reversion into their enlisted status. Personnel who were deprived of their leave credit as a result of accepting a commission or warrant subsequent to 31 Aug 1946, and prior to publication of these instructions, shall have their Officers Leave Record (NavPers 329) adjusted in accordance with these leave regulations. Former officers who reverted to enlisted status are presumed to have taken all leave to which entitled as an officer and may not have their leave records adjusted without prior approval of BuPers in the individual case.

Excess Leave

This section of the joint letter goes into considerable detail in regard to the effect of Public Law 350 (80th Congress) on what is known as "excess leave." This type of leave is defined as that "which is in addi-

tion to the sum of (1) the amount of earned leave, not to exceed 60 days at one time, and (2) the amount of leave which is, or has been, advanced under the provisions for advance leave." The letter brings out the following pertinent points in connection with excess leave:

• Public Law 350 provides that after 31 Aug 1946, members of the armed forces when absent on account of sickness or wounds, or when directed by the Secretary to be absent from duty to await orders pending action on disability retirement proceedings, for any period in excess of the number of days' leave authorized by this act, shall receive the same pay and allowances they would receive if not so absent.

• Except for the preceding paragraph, personnel shall be entitled to no pay and allowances while on excess leave.

• Prior to enactment of the public law, officer personnel were entitled to half pay, or no pay, depending upon the circumstances, while enlisted men were not entitled to pay and allowances while on excess leave. The public law repealed the provisions of half pay for officers, and provides that all personnel shall be entitled to no pay and allowances while on excess leave.

• It is not the Navy's policy to grant leave without pay. Leave without pay, therefore, will be authorized by the Chief of Naval Personnel only in exceptional and urgent circumstances.

Visits to Foreign Countries and Places Outside CLUSA

For leave regulations in this connection, attention was invited to Art. C-6002, BuPers Manual, which contains instructions for all naval personnel.

Leave of Midshipmen

These regulations do not apply to midshipmen at the Naval Academy, or to midshipmen serving elsewhere in the Navy. Leave for midshipmen shall be authorized by other directives. Upon acceptance of commission, the regulations given here apply.

Cash Settlement for Unused Leave

This new leave provision is contained in Public Law 350. Since application of this feature differs with the various classes of naval personnel, the letter lists the instructions for each of these groups. Allowances for enlisted personnel are 70 cents a day subsistence, plus $1.25 a day for quarters for those in pay grades 1, 1A, 2 and 3 with dependents at time of release or discharge. These allowances are applicable only in computing the cash settlement. Unused leave settled and compensated for in cash in accordance with these provisions shall not be considered as service for any purpose.

Naval personnel who complete separation processing on or after 30 Sept 1947 will be handled as follows:

• Enlisted personnel being transferred to Fleet Reserve:

(1) The amount of earned leave shall be computed through date of completion of separation processing. Based upon that figure, which may not exceed 60 days, these men shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date of completion of separation processing, and the specified allowances.

(2) Upon completion of separation processing, they shall be paid the cash settlement and active duty pay and allowances through date of completion of separation processing. Release from active duty is the same date as completion of separation processing. Retainer pay begins the following day.

• Fleet Reserve enlisted personnel being released to inactive duty:

(1) Since reserve personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, personnel of this category shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable to the individual on date preceding date of release from active duty, and the specified allowances.

(2) Fleet Reservists shall upon date of completion of separation processing be paid the cash settlement, travel allowance to place of entitlement in accordance with current instructions, and active duty pay and allowances to date of completion of separation processing, plus travel time via shortest usually traveled route to place to which entitled to travel allowance, in accordance with current instructions.

• Enlisted personnel being released from active duty and placed on the retired list:

(1) The amount of earned leave shall be computed through the day immediately prior to date of placement on the retired list. From that credit there shall be subtracted the number of days between date of completion of separation processing and date of placement on the retired list. The product of the figure which remains, which may not exceed 60 days, the base and longevity pay applicable to the individual on the day immediately prior to date of placement on the retired list, and the allowances specified shall be the lump-sum settlement to be paid.

(2) Upon completion of separation processing, personnel in this group shall be granted retirement leave for the period between date of completion of separation processing

Here's Complete List

The following leave definitions were given in a joint BuPers-BuSandA letter incorporating all current leave regulations (see adjoining analysis):

• **Leave** is the term used to describe authorized vacation or absence from duty, other than liberty.

• **Accrued leave** is the term used to describe unused leave accumulated at the rate of 2½ days per month of active duty, standing to an individual's credit as of the beginning of the fiscal year, and not exceeding 60 days.

• **Earned leave** is the term used to describe the leave potential of an individual as of any given date during the fiscal year. It is determined by the following formula: From the amount of accrued leave, subtract the amount of leave which has been taken, or compensated for in cash, since the beginning of the fiscal year to the given date. To that remainder, add the amount of leave which has been earned since the beginning of the fiscal year to the given date. Earned leave may be in excess of 60 days during the fiscal year, but must be reduced to 60 as of the beginning of the next fiscal year, or upon completion of separation processing.

• **Advance leave** is leave granted in advance of accrual.

• **Excess leave** is leave granted

and date of placement on the retired list. Upon being placed on the retired list, the activity performing the separation processing shall issue a check for the cash settlement, and for active duty pay and allowances to which entitled for the period of retirement leave.

• Retired enlisted personnel being released from active duty:

(1) Since retired personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based on that figure, which may not exceed 60 days, retired enlisted personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable to the individual on date preceding date of discharge, and the specified allowances.

(2) Upon completion of separation processing, these men shall be paid the cash settlement and active duty pay and allowances through date of completion of separation processing. Release from active duty is effective upon date scheduled to arrive at place of entitlement. Retired pay commences the next day.

• Officer personnel being processed for separation under orders to be absent from duty to await orders pending action on disability retirement proceedings:

(1) The amount of earned leave is not computed at the time of separation processing, since the retirement date for these officers is not yet specified. Instead of computing earned leave, the orders shall be endorsed to show the leave status (see letter). Upon completion of separation processing, officers shall await orders pending action on disability retirement proceedings. As soon as the retirement date is scheduled, the activity performing the separation will compute the amount of earned leave as of the day before the retirement date and charge the leave record to the maximum extent possible with the number of days awaiting orders. If the awaiting order period is less than the earned leave (which may not exceed 60 days), the product of that difference and the base and longevity pay, and allowances, applicable to the individual on the day immediately prior to date

of Leave Definitions as They Apply to Present Regulations

in addition to the sum of (1) the amount of earned leave (not to exceed 60 days' leave at one time), and (2) the amount of leave which is, or has been, granted under the provisions for advance leave. Excess leave will be granted only by the Chief of Naval Personnel, and then only under exceptional circumstances. When excess leave has been taken without such authorization of the Chief of Naval Personnel, or if so directed by him in his authorization, full pay and allowances of the individual shall be checked. It is the personal responsibility of all personnel to keep themselves informed as to the number of days' leave they have accumulated in order not to take excess leave.

• **Recruit leave** is leave granted upon completion of recruit training, and will be granted in accordance with directives issued from time to time. This leave is chargeable against accrued leave.

• **Re-enlistment leave** is leave granted during the term of the new enlistment and incident to re-enlistment. It shall not be granted in excess of 90 days, and in no case shall more than 30 days advance leave be used in determining the re-enlistment leave which may be granted. No minimum amount of re-enlistment leave is imposed, but the amount must be sufficient to travel to the stated leave address and return. Re-enlistment leave is chargeable as leave.

• **Emergency leave** may be granted upon assurance that an emergency exists and that granting such leave will contribute to the alleviation of the emergency. Emergency leave may not exceed earned leave plus 30 days of advance leave; nor may it exceed 90 days at one time, except as authorized by the Chief of Naval Personnel. When advance leave has been taken previously and not fully repaid, emergency leave may be granted in such amount that the total leave advanced will not exceed 30 days. Emergency leave shall not be granted beyond that which will accrue prior to expiration of enlistment. Emergency leave is chargeable as leave.

• **Terminal leave** is leave granted immediately prior to discharge or release from active duty, under honorable conditions. As a result of an amendment (Public Law 350, 80th Congress) to the Armed Forces Leave Act of 1946, terminal leave will not be granted; in lieu thereof personnel will be paid in cash at the time of discharge or release from active duty a sum equal to the base pay and longevity, and certain allowances, for the number of days' earned leave not in excess of 60 days as of date of discharge or release from active duty.

• **Retirement leave** is leave granted immediately prior to placement on the retired list. It consists of the number of days between the date of completion of separation processing for retirement and the date placed upon the retired list.

• **Sick and convalescent leaves** are leaves granted while under treatment in a service hospital by the medical officer in command or the Chief of Naval Personnel. Sick and convalescent leaves are considered to be a part of the period of hospitalization, and as such are not chargeable against accrued or earned leave. The leave granted repatriated POWs upon their return to the U. S. is considered to be convalescent leave, regardless of the name such leave was given in the leave authorization. As convalescent leave, this leave is not chargeable against accrued or earned leave.

• **Liberty** is the authority to be away from place of duty and is not chargeable as leave. It may be granted at any time for a period up to 48 hours. A 48-hour period may be extended to 72 hours by the commanding officer if the period includes a holiday which is proclaimed by the President and/or authorized by SecNav. When either the 48 or 72-hour periods expire between the end of regular working hours on one day and the commencement of working hours or the time set for expiration of regular liberty on the next day, these periods may be further extended to such commencement of working hours or expiration of liberty. Liberty shall not be used to extend leave periods. Leave rations shall not be paid to enlisted personnel during liberty. Liberty may be authorized for both officer and enlisted personnel, and if so authorized the period shall be without charge against leave. Refer to Art. 330, U. S. Navy Regs (1920) regarding holidays.

of placement on the retired list shall be paid in a lump-sum.

(2) Officers in this category are entitled to active duty pay and allowances during the entire period of awaiting orders, even if the period of awaiting orders exceeds the amount of earned leave existing on date of release from active duty; such period is not excess leave, and therefore checkage of pay is not involved. Retired pay begins the day the officer is placed on the retired list.

• Officer personnel being processed for separation prior to retirement for reasons other than physical disability:

(1) The amount of earned leave shall be computed through the day immediately prior to date of placement on the retired list. From that credit there shall be subtracted the number of days between date of completion of separation processing and date of placement on the retired list. The product of the remainder, which may not exceed 60 days, base and longevity pay, and allowances, applicable to the person on the day immediately prior to date of placement on the retired list shall be the lump sum payment.

(2) Upon completion of separation processing, these officers shall be granted retirement leave for the period between date of completion of separation processing and date of placement on the retired list. Upon being placed on the retired list, the activity performing the separation shall issue a check for the cash settlement, and for active duty pay and allowances to which entitled for the period of retirement leave.

• Retired officers being released from active duty:

(1) Since retired officer personnel are entitled to pay and allowances to date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon this figure, which may not exceed 60 days, retired officer personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable to the individual on date preceding date of release from active duty.

(2) Upon date of completion of separation processing, they shall be paid the cash settlement, and active duty pay and allowances through date of completion of separation processing. Release from active duty is effective upon date scheduled to arrive at place of entitlement. Retired pay begins the next day.

• U. S. Navy enlisted personnel:

(1) The amount of earned leave shall be computed through date of completion of separation processing, which will also be the date of discharge. Based upon that figure, which may not exceed 60 days, these persons shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date of completion of separation, and the specified allowances.

(2) U. S. Navy enlisted personnel shall be discharged on the date of completion of separation processing and shall be paid, in addition to the lump-sum settlement, active duty pay and allowances to which entitled through date of discharge, travel allowance in accordance with current instructions, and initial MOP, if entitled, in accordance with current instructions.

• U. S. Naval Reserve (other than Fleet Reserve) enlisted personnel:

(1) Since Reserve personnel are entitled to pay and allowances through date of arrival at place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, these enlisted men shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay applicable on date preceding date of discharge or release from active duty, and the specified allowances.

(2) Reserve enlisted personnel shall upon date of completion of separation processing be paid the cash settlement, travel allowance to place of entitlement in accordance with current instructions, active duty pay and allowances to date of completion of separation processing, plus travel time via usual shortest-traveled route to place to which entitled to travel allowance, and initial MOP, if entitled, in accordance with current instructions.

• U. S. Naval Reserve officer personnel:

(1) Since Reserve personnel are entitled to pay and allowances to date of arrival to place to which entitled to be returned, the amount of earned leave must be computed through that date. Based upon that figure, which may not exceed 60 days, U. S. Naval Reserve officer personnel shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable to the individual on date preceding date of release from active duty.

(2) Upon date of completion of separation processing, these officers shall be paid the cash settlement, mileage to place of entitlement in accordance with current instructions, active duty pay and allowances to date of completion of separation processing plus time for travel via usually shortest traveled route to reach home of record at time of call to active duty or place from which ordered to active duty, and initial MOP, if entitled.

• U. S. Navy officers (including temporary officers) whose resignations are accepted or who are discharged:

(1) The amount of earned leave shall be computed through date of completion of separation processing. Based on that figure, which may not exceed 60 days, these officers shall be paid a lump-sum amount equal to the product of the leave credit, base and longevity pay, and allowances, applicable on date of completion of separation processing.

(2) These officers shall be paid on date of completion of separation processing the cash settlement, active duty pay and allowances to which entitled through date of completion of separation processing, and initial MOP, if entitled.

The letter emphasizes the following important point in connection with the four groups of personnel which we have just discussed: Personnel who are being released from active duty, or discharged, under other than honorable conditions forfeit all leave standing to their credit at time of release or discharge, and are not entitled to settlement of any kind insofar as leave is concerned.

Personnel in the following categories are not entitled to travel allowance of 5 cents a mile, since travel in connection with release from active duty is travel performed under orders: Fleet Reserve enlisted personnel being released to inactive duty, Retired enlisted personnel being released from active duty, and Naval Reserve (other than Fleet Reserve) enlisted personnel. Reimbursement may be made at 3 cents a mile and $1 a meal, or TRs and Navy meal tickets may be issued.

The letter also explained how the cash settlement leave provision can be applied to certain personnel who require continued hospitalization and are transferred to a Veterans Administration hospital or center or other government hospital.

ALNAVS, NAVACTS

This listing is intended ta serve anly far general infarmatian and as an index af current Alnavs and Navacts, nat as a basis far actian. Persannel interested in specific directives shauld cansult Alnav ar Navacts files directly far camplete details before taking any actian.

Alnavs apply to all Navy and Marine Carps cammands; Navacts apply ta all Navy cammands.

No. 175—Concerns affixing of prepaid postage at fourth class rate to certain articles or packages of official matter exceeding four pounds in weight.

No. 176—Removes, effective 1 Jan 1948, all delegated authority to make awards of certain medals and commendations.

No. 177 — Reveals Comptroller General decision concerning non-entitlement of rental allowance for officers without dependents detached

No. 178 — Outlines provision of Officer Personnel Act of 1947 concerning alignment of rank for officers of Army, Navy and MarCorps (see p. 53).

No. 179—Directs that no applications be submited for NACP, and deletes reference to this program from BuPers Circ. Ltr. 127-47.

No. 180—Discontinues submission of personnel accounting reports to disestablished fleet records office at San Francisco, Calif.

No. 181—Invites requests for duty with Air Ferry Squadrons One and Two from Reserve officers serving under aviation contracts expiring between 1 Jan and 30 June 1948.

No. 182—Gives information in regard to cashing of terminal leave bonds (see p. 35).

No. 183—Concerns transportation of dependents of naval personnel in utility transport squadrons outside CLUSA.

No. 184—Explains provisions of Public Law 365 (80th Congress) relating to payment of additional $100 a month to commissioned officers of Medical and Dental Corps.

No. 185—Announces that Army and Navy Catalog of Medical Materiel will supersede and render obsolete BuMed Section Catalog of Navy Material, effective 1 Oct 1947.

No. 186—Requests officers making application for postgraduate training starting 1948 to refer to BuPers Circ. Ltr. 107-47 for courses available and other pertinent information (see p. 45).

No. 187—Gives eligibility provisions for enlistment of certain former members of regular Navy and USN-I inductees.

No. 188 — Announces restrictions on customs free entry of gifts from members of armed forces on duty overseas.

Navacts

No. 17 — Amplifies provisions of BuPers Manual regarding payment of $100 uniform allowance upon first reporting for training duty with pay or after authorized performance of 14 drills.

No. 18 — Requests applications from regular line officers, lieutenant through commander, for duty in Material Division inspection offices in large industrial centers of U. S.
from ship or station and ordered to a hospital for treatment.

HOW DID IT START

Boatswain's Pipe

One af the aldest and distinctive pieces af nautical equipment is the baatswain's pipe. In the days af antiquity the galley slaves af the Ramans and Greeks kept strake with a pipe ar flute. As far back as 1248, the time af the Crusade, men wauld rush ta the attack at its signal.



Eventually the pipe became a badge af hanar and high affice. Besides being the symbal af high rank, it was used far recagnitian af high persanages.

Piping a man abaard as we naw knaw it, ariginated at a much later date. During the days af sail, weather permitting, it was custamary ta hald canferences and dinners abaard the flagship while at sea. At times the weather necessitated the haisting af visitars abaard in a baatswain's chair. The pipe was used ta "haist away" and "avast heaving."

The haisting was dane by members af the crew, and it is fram this practice that a certain number af men tending the sides ariginated.

Althaugh piping a man abaard is a distinct nautical caurtesy, it has been extended ta include diplamatic, cansular and military afficers as well.

Rank in Armed Forces Clarified by New Law

Under the Officer Personnel Act of 1947, rear admirals (upper half) will take rank with officers of the regular Army and Marine Corps serving in the grade of major general, according to their respective dates of rank in such grades. Rear admirals (lower half) will take rank with brigadier generals of the regular Army and MarCorps, according to their dates of rank, it was announced by Alnav 178-47 (NDB, 31 August).

Report Required on Men Not Fit for Sea Duty

Importance of reports on the physical condition of naval personnel applying for transfer to the Fleet Reserve was emphasized in BuPers Circ. Ltr. 156-47 (NDB, 31 August).

Attention of COs was invited to a joint BuMed-MarCorps-BuPers letter which directs that men physically examined for transfer to Fleet Reserve, and found to have defects or disabilities which would disqualify them for duty at sea, shall be brought before a board of medical survey. A report on form NavMed M must be submitted to the Chief of Naval Personnel via the Chief of Medicine and Surgery.

Similarly, reports must be submitted on form NavMed Y for such enlisted personnel found physically qualified for all duties of their ratings at sea and on shore. Upon receipt of these forms, the Chief of Naval Personnel will physically classify personnel.

Rehabilitation Training For 230,000 Disabled Vets

The Veteran's Administration reports that 230,000 disabled veterans have taken advantage of the Vocational Rehabilitation Act.

Undergoing training in 30 odd occupations, they have taken on-the-job training or are studying in educational institutions.

Although a wide choice in courses is offered, the airplane and automobile mechanics course has proved the most popular.

Two other large groups are taking instruction in engineering and agriculture. Others are studying to be lawyers, managers, auditors, teachers. clerks, accountants and officials of business management.

Radiological Safety Billets, Qualifications Listed

Looking toward the atomic future, BuPers has issued an analysis of billets and qualifications for the Navy's embryo Radiological Safety Program.

The billets—officer and enlisted—are listed as potential, since for some time they are expected to be assigned as collateral duties. However, the study indicates those logical billets which planners believe will develop into full-time assignments.

The analysis, prepared by the Bureau's Billet and Qualifications Research Division, Research Activity, has been issued as a catalog and approved by CNO. In its preface, it recommends that the general features of atomic radiation be included in all officer schools, with specialized instruction in certain officer and enlisted schools. Billets which may develop under BuMed are not listed.

Following are the potential billets, with a brief description of the duties and qualifications for each:

• Radiological Safety Engineer.

Lieutenant to commander. Serves as advisor to commandant (or fleet commander) in formulating program for passive defense against weapons involving use of atomic energy. Represents commandant in coordination of activity radiological safety program with programs of Army and civilian authorities to increase effectiveness of overall defense of area. Prepares and directs execution of plans providing for (1) maximum dispersal of forces, installations, material and personnel to minimize effects of atomic weapons, and (2) organization of relief, damage control and decontamination measures. Advises subordinate commands under cognizance of fleet or district commandant on technical problems of radiological safety programs and insures that subordinate commands comply with directives establishing standards of instrumentation and personnel training. Coordinates and directs efforts of activities providing relief and assistance to affected area, in event of hostile action involving use of atomic energy. Evaluates radiological condition of affected area and directs decontamination.

Minimum education and experience:

Three years of graduate training in nuclear physics and radiological warfare, including about nine months' field work; or master's degree in nuclear physics and 12 months of training in radiological warfare and related subjects, including field work.

Naval background: Some administrative duty involving planning and direction of complex programs, such as those concerned with security and defense of a large naval activity. (Desirable: Varied assignments involving familiarity with problems of atomic warfare, responsibility for the coordination of related complex programs, and frequent contacts with responsible representatives of other agencies.)

Civilian background: Administrative experience in planning and directing complex programs such as the promotion of industrial safety in a large manufacturing concern. (Desirable: Responsible experience in field of industrial safety in industries presenting unusually hazardous conditions with respect to fires, explosions, and toxic materials.)

• Radiological Safety Instructor.

Lieutenant to commander. Instructs personnel attending naval schools in principles of nuclear physics and electronics applicable to radiological safety programs. May conduct one or more of several types of training courses prepared by BuPers for such specific objectives as (1) indoctrination of command personnel in problems of atomic-warfare defense, and (2) training of operational personnel in methods of damage control, operations of radioactivity detecting and measuring instruments, and self-protection.

Minimum education and experience:

Three years of graduate training in nuclear physics and radiological warfare, including about nine months' field work; for master's degree in nuclear physics and 12 months of training in radiological warfare and related subjects, including field work. (Desirable: Some training in education, preferably in field of physical sciences.)

Naval background: Some duty involving knowledge of radiological hazards and safety measures. (Desirable: Duty involving responsible participation in program concerned with detection and control of radiological hazards, and some experience in conducting training courses.)

Civilian backrgound: Experience involving application of principles of nuclear physics and electronics in research or education. (Desirable: Considerable experience in conducting courses in nuclear physics or closely related subjects, preferably involving knowledge of radiological hazards and safety measures.)

This billet is considered to be the most highly developed training billet involved in the naval radiological safety program. It is probable that other instructor billets will develop in the near future. Incumbents of these billets will train personnel for duty as radiological safety officer, radiological safety specialist or radiological safety instrument repairman. Qualifications required for satisfactory performance in such instructor billets will be similar to those required of incumbents in the operational billets named, and it is anticipated that personnel will be interchangeable.

• Radiological Safety Officer.

Ensign to lieutenant. Assists damage control officer or operations officer in planning and carrying out radiological safety program on board ship or at shore station. Instructs repair party personnel in operation of radioactivity measuring instruments and in use of personnel protective equipment. Prepares radiological safety bill and insures that all personnel are indoctrinated in problems of radiological safety. Correlates reports of monitors in event of exposure of ship or station to radioactivity and

Applications Requested For Armed Forces College

Applications are wanted for the Armed Forces Staff College at Norfolk, Va. BuPers Circ. Ltr. 140-47 (NDB, 31 July) announced applications are desired from line and staff officers of the regular Navy. Applications are limited to the rank of captain with date of rank on or after 15 November 1945, and to the rank of commander.

Mission of the course is to train officers of the armed forces in joint operations. The course will be five months in length and will commence 2 Feb 1948. Quarters will be available for the majority of officers and families.

Deadline for applications is 1 Nov 1947. These should be addressed to BuPers (Attn: Pers 4226) and be submitted via official channels.

informs superior of factors which bear on combat effectiveness of ship or station. Initiates and supervises decontamination of affected areas.

Minimum education and experience:

Equivalent of college education with at least one year of college physics, and training in radiological safety measures. (Desirable: Graduation from college with major in physical sciences and courses in nuclear physics and electronics, as well as completion of damage-control training courses.)

Naval background: Some duty in billet involving responsibility for training and supervising groups of personnel. (Desirable: Experience in first lieutenant's department on board ship or in the operations department of a naval shore establishment.)

Civilian background: Some supervisory experience in manufacturing or construction industries. (Desirable: Experience in industrial safety program.)

• Radiological Safety Specialist.

Selected from among following ratings: General service — damage controlman (DC); Emergency service — shipboard damage controlman (DCG), fire fighter (ESF); Present— boatswain's mate (BM), specialist (SPF). Serves as technician in field of radiological safety and assists radiological safety officer in all of his duties. Trains and supervises all monitors. Supervises work of instrument repairmen. Inspects material and personnel frequently to insure that section is in a state of readiness. Directs detecting and decontaminating activities in event of emergency.

Minimum education and experience:

Equivalent of high school education; training in radiological safety measures, and some training in fire fighting, damage control, or rescue work. (Desirable: Thorough training in nature of nuclear explosions and resulting radiological hazards, and decontamination and related techniques.)

Naval background: Some experience in organizing and training naval personnel in damage repair, fire fighting, or first-aid. (Desirable: Familiarity with techniques involved in decontamination and chemical warfare.)

Civilian background: Some experience in such programs as fire prevention and firefighting, first-aid and rescue teams. (Desirable: Considerable experience involving supervisory responsibility similar to that of fire marshall or fire inspector.)

• Radiological Safety Instrument Repairman.

Selected from among following ratings: General service—electronics technician (ET), aviation electronics technician (AT); emergency service —Same as general service; Present— electronics technician's mate (ETM). Calibrates, maintains and repairs electronic instruments designed to detect and measure radioactivity. Ascertains reasons for instrument failure and effects repairs by replacing or repairing damaged tubes or circuits. Tests instrument by plotting signals received from standard source of radiation. May perform similar work on other electronic equipment such as sonar, radar and loran.

Minimum education and experience:

Equivalent of graduation from technical high school; training in naval electronics, including specialized training in repair and maintenance of radioactivity detecting instruments. (Desirable: Completion of advanced naval training courses in theory of electricity, electronics, mathematics and mechanics as applied to naval equipment.)

Naval background: Some experience in the installation, maintenance and repair of electronic equipment. (Desirable: Familiarity with radioactivity detecting instruments, in addition to experience in construction, assembly, testing and maintenance of electronic equipment.)

Civilian background: Some experience in the installation, maintenance and repair of electronic equipment. (Desirable: Familiarity with radioactivity detecting instruments, in addition to experience in construction, assembly, testing and maintenance of electronic equipment.)

• Radiological Safety Monitor

Operates electronic or mechanical instruments to detect and measure radioactivity, making simple adjustments essential to most effective use of characteristics of each instrument. Informs superior of radiological hazards in vicinity of repair party.

Qualifications:

None specified, since duties of this billet will be assigned as collateral duties to personnel located throughout ship or station, regardless of rating.

In addition to the qualifications and duties listed here, the catalog presents test score requirements, physical demands, personal characteristics, locations and working conditions, billet relationships and procurement sources.

NEARLY 17,000 SELECTED FOR TRANSFER

As of the end of July nearly 17,000 officers had been selected for transfer to the regular Navy under Public Law 347, 79th Congress.

Henceforth officers selected for transfer to the regular Navy will be notified by individual letter via their commanding officers instead of by alnav, it was announced in Alnav 158-47 (NDB, 15 July). Inactive personnel will be notified via their district commandants. The appointments of active officers will be forwarded via their commanding officer and they will have 10 days subsequent to notification in which to accept.

In the case of inactive officers the original of their appointment will be forwarded to local commandants while a copy will be forwarded to each officer by registered letter. The period for acceptance of the appointment by an inactive officer is 30 days from receipt of copy of appointment.

More time may be granted under extenuating circumstances. In the event an appointee has been transferred to another command, commanding officers receiving notification of appointment will forward it immediately to the new command. In case of unknown address, correspondence should be returned to BuPers (Attn: Pers 3215) with an explanatory endorsement.

Inactive personnel will be ordered to active duty by local district commandants. Instructions in Alnav 468-46 remain in effect for Presidential appointments to the regular Navy previously promulgated by BuPers circular letters.

The breakdown of officers who had been selected at the end of July:

General Line	4,922
Aviation	4,407
EDO and SDO	1,164
Supply	1,799
Medical	453
Dental	255
Civil Engineer	406
Hospital	282
Chaplain	204
CWO and WO	3,039

DECORATIONS & CITATIONS

SUPPORT LANDING CRAFT HONORED

USS LCS (L) 118, support landing craft, has been awarded the Navy Unit Commendation for invaluable services while operating in support of radar picket ships during the Okinawa campaign from 1 Apr to 6 June 1945.

When an LST carrying approximately 300 marines together with their combat equipment and stores of several types of explosives, ammunition and gasoline was crashed and set aflame by a Japanese kamikaze plane on 1 April, the support landing craft immediately proceeded to within 50 feet of the abandoned ship, quickly moored alongside the windward quarter and directed all available fire fighting equipment into the heart of the blaze. Within minutes her personnel had boarded the burning craft and, disregarding the danger of exploding ammunition, worked to bring the flames under control. With the assistance of other boarding parties from other vessels the fires were extinguished and the LST saved for further service.

Fighting off a relentless suicide plane attack on 4 May, she effectively brought her guns to bear and shot down two of the attacking planes and, while still under attack, rescued 114 survivors from a friendly destroyer and an LSM which had been sunk by the planes. She withstood intensive enemy aerial attack on 3 and 6 June, splashing a Japanese plane during each sharp engagement.

Lieutenant Peter F. Gilmore, USNR, Tonopah, Nev., was commanding officer of the vessel at the time.



Gold star in lieu of fourth award:

★ CUTTER, Slade D., CDR, USN, Vallejo, Calif.: As CO of USS *Seahorse* during its fifth war patrol in Japanese-controlled waters, 3 June to 19 July 1944, CDR Cutter displayed extraordinary heroism. Penetrating heavy and unusually alert escort screens, he pressed home well-planned and executed torpedo attacks to sink six enemy ships and damage another. Even though the enemy anti-submarine measures were severe, he directed his vessel and succeeded in bringing her safe to port.

Gold star in lieu of second award:

★ DURIAN, Robert F., LTJG, USNR, Fort Dodge, Iowa: As pilot of a torpedo plane in TorpBomRon 19, attached to USS *Lexington*, LTJG Durian flew in action against the Japanese at Manila Bay on 5 Nov 1944. Participating in an aerial attack against a heavy Japanese cruiser, LTJG Durian carried out a determined attack to an extremely close range and, despite intense antiaircraft fire, scored a direct hit.

★ STEFFENHAGEN, Lawrence F., LCDR, USNR, Hastings, Minn.: As pilot of a torpedo plane and leader of TorpRon 86, attached to USS *Wasp,* LCDR Steffenhagen flew in action against the Japanese at the Naval Base at Kure, Japan, 19 Mar 1945. Leading his squadron against major units of the enemy fleet, he directed his unit in scoring not less than eight hits on a battleship, cruiser, carrier and other small vessels. Through heavy antiaircraft fire he personally attacked a carrier and scored two direct hits.

First award:

★ ANDERSON, Robert H., LT, USNR, Chippewa Falls, Wis. (posthumously): As pilot of a plane in FitRon 80, attached to USS *Ticonderoga,* LT Anderson participated in action against the Japanese in the vicinity of the Philippines on 14 Dec 1944. He led an eight-plane division against a formation of 26 airplanes and closed with the enemy to shoot down five of the Japanese planes and a probable sixth. When his wingman was attacked by an enemy plane and his own ammunition was almost exhausted, he dived his plane on the ship, forcing it to abandon the attack.



LT Anderson



CDR Boer



LT Bitting



LTJG Crapser

★ BAER, Donald G., CDR, USN, New London, Conn.: As CO of USS *Lapon,* CDR Baer fought his vessel during her sixth war patrol in Japanese-controlled waters in the South China Sea Area from 4 Sept to 31 Oct 1944. CDR Baer conducted a series of three attacks upon heavily escorted enemy shipping convoys, which resulted in the sinking of four enemy ships. Although his submerging was subjected to severe depth-charge attacks, often close to shore, he succeeded in bringing the *Lapon* safe to shore.

★ BITTING, Soule T., LT, USNR, Grand Haven, Mich.: As pilot and division leader in TorpRon 27, attached to USS *Savo Island,* LT Bitting took part in action against major units of the Japanese fleet in the Battle for Leyte Gulf on 25 Oct 1944. By his perfect timing and coordination, he attacked enemy surface units and led his division through intense antiaircraft fire to score two damaging hits on an enemy cruiser, thereby preventing serious harm to his own forces.

★ CRAPSER, Stuart E., LTJG, USNR, Springfield, Mass.: As pilot in BomRon 19, attached to USS *Lexington,* LTJG Crapser flew in operations against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944. In the face of Japanese air opposition and intense antiaircraft fire, he pressed home a dive-bombing attack on an enemy carrier and scored a direct hit, despite its desperate evasive tactics.

★ CROCKER, John A., LT (then LTJG), USNR, Philadelphia, Pa.: As pilot of one of six torpedo planes in CompRon 68, attached to USS *Petrof Bay,* LT Crocker participated in action against the Japanese during the Battle off Samar, on 25 Oct 1944. When our carrier forces were being shelled by powerful Japanese units in the San Bernardino Straits, he carried out bold strafing attacks against the battleships and cruisers and, although knowing that his 50 caliber guns would do little damage, braved the intense antiaircraft fire in a desperate attempt to render aid to our unprotected carriers.

★ DEMING, Wilbur S., Jr., LTJG, USNR, Washington, Conn.: As pilot of a fighter plane in FitRon 15, attached to USS *Essex,* LTJG Deming flew in operations against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Although the antiaircraft fire was intense, he carried out an attack against major fleet units, scoring a direct hit on a Japanese battleship and contributing to the success of the mission.

★ GLOBOKAR, Raymond, LTJG, USNR,

Chisholm, Minn. (posthumously): As pilot in CompRon 5, attached to USS *Kitkun Bay*, LTJG Globokar participated in action against the Japanese during the Battle off Samar, 25 Oct 1944. In the face of intense antiaircraft fire which already had eliminated two planes in the formation, he carried out an attack against major enemy units, including battleships and cruisers, and scored four bomb hits amidships on a heavy cruiser, resulting in the explosion and subsequent sinking of the vessel.

★ GORDER, Merle H., LTJG (then ENS), USNR, South Fargo, N. D.: As pilot of a torpedo plane in TorpRon 2, attached to USS *Hornet*, LTJG Gorder flew his plane during action against the Japanese in the First Battle of the Philippine Sea, 20 June 1944. Flying beyond the normal combat range of his plane, he carried out a damaging bombing attack and scored a direct hit to damage a large enemy carrier and contribute to the success of the mission.

★ KAISER, Jerome, LT (then LTJG), USNR, Mt. Vernon, N. Y.: As a pilot in Air Group 1, attached to USS *Yorktown*, LT Kaiser participated in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike on an enemy cruiser, he launched a dive-bombing attack which resulted in the scoring of a direct hit. With his fuel exhausted, he succeeded in making a water landing and was later rescued by a friendly destroyer.

★ KIRKPATRICK, Donald, Jr., LT, USNR, Evanston, Ill.: As pilot of a dive bomber in BomRon 16, attached to USS *Lexington*, LT Kirkpatrick flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Leading his section in a daring strike against two enemy carriers far from home base, he maneuvered for advantageous striking postion and, carrying out his attack in the face of intense fire and strong aerial opposition, contributed materially to the sinking of one of the enemy carriers, the probable sinking of the second and to the destruction of two attacking planes. He led his section in the long flight back to base and succeeded in making a safe night landing on board the *Lexington*.

★ KOSSLER, Herman J., CDR (then LCDR), USN, Portsmouth, Va.: As CO of USS *Cavalia* during its first war patrol in Japanese-controlled waters from 31 May to 3 Aug 1944, CDR Kossler penetrated strong enemy escort screens. He launched aggressive torpedo attacks against an enemy task force which resulted in the sinking of a carrier. Although severe enemy counterattacks, during which over a hundred depth charges were dropped over a period of three hours, prevented him from delivering other attacks, he avoided serious damage to his ship by employing deep submergence and evasive tactics. He escaped the vicinity and sent out contact reports which proved of value to the forces attacking Saipan.

★ LAMBERT, Valdemar G., CDR (then LCDR), USN, Jennings, La.: As pilot of a torpedo plane in TorpRon 15, attached to USS *Essex*, CDR Lambert participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Leading his flight, he deployed his forces in a coordinated attack in order to inflict maximum damage to the enemy fleet without loss to his own force. Despite intense enemy antiaircraft fire, he scored a torpedo hit on an enemy carrier, contributing materially to its destruction.

★ LOVERIN, Ira G., LTJG, USNR, Parlier, Calif.: As pilot of a fighter plane attached to USS *Petrof Bay*, LTJG



USS John D. Ford (AG 119, ex-DD 228)

DD CITED FOR EARLY WAR ACTION

The Presidential Unit Citation has been awarded USS *John D. Ford* (AG 119, ex-DD 228) for gallant services in defense of the Netherlands East Indies during the early days of the war in the Southwest Pacific.

During the Java campaign from 23 Jan to 2 Mar 1942 the destroyer operated with the limited surface forces of the combined U. S., British and Dutch navies. She led a column of four destroyers in a fierce night counter-invasion action off Balikpapan, confusing and disorganizing the enemy to aid in the sinking or damaging by torpedo and gunfire of a number of Japanese warships. She was a vulnerable target for enemy cruiser and destroyer fire while acting as a unit of a joint striking force in the Badoeng Strait action and responded nobly to the efforts of her officers and men who scored several damaging hits before effecting a withdrawal from the combat.

In the Java Sea action, she attacked a numerically superior force by day and was one of six vessels to wage a torpedo attack against the main body of the Japanese armada. She exerted every means at her command to inflict damage on the Japanese and to aid in forcing the enemy to break off the engagement. She was relentlessly trailed by cruiser-borne planes and was repeatedly bombed by enemy aircraft, but she battled with spirit and fury against the dispositions, vastly superior in numbers and armament.

Captain Jacob E. Cooper, USN, was commanding officer of the destroyer during the period for which she was commended.



LT Crocker



LTJG Deming



LTJG Globokor



LTJG Gorder



LT Koiser



LT Kirkpotrick



CDR Kossler



LTJG Loverin

★ DECORATIONS

Navy Cross (Cont.)

Loverin took part in action against the Japanese in the Battle off Samar on 25 Oct 1944. Participating in the initial strike at dawn against enemy vessels, he defied antiaircraft fire in an attempt to render aid to our fleet units which were being subjected to shellfire attacks by the enemy ships.

★ LUEDEMANN, Carl F., LT (then LTJG), USNR, Indianapolis, Ind.: As a pilot in TorpRon 1, attached to USS *Yorktown,* LT Luedemann flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Participating in a strike against enemy warships, he fought his plane against enemy intercepting aircraft fire and launched a torpedo attack against a Japanese destroyer, scoring a direct hit. Fighting off a determined fighter attack, he returned to his task group at night.

★ MCGEE, James, LT (then LTJG), USNR, Plainfield, N. J.: As pilot of a plane in Air Group 2, attached to USS *Hornet,* LT McGee participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of antiaircraft fire, he scored a hit to assist in the destruction of a large enemy carrier, and, with his craft's fuel supply exhausted during the return to base, executed a water landing near his carrier.

★ NICHOLS, James B., LT, USNR, Willmer, Minn.: As pilot of a bomber fighter plane in BomFitRon 85, attached to USS *Shangri La,* LT Nichols fought during a strike at Japanese naval forces near Kure Harbor, Japan, on 28 July 1945. In spite of intense and extremely accurate antiaircraft fire from enemy ship and shore installations, he pressed home his attack and scored a direct hit with a 1,000-pound bomb on an enemy battleship.



LT Luedemann



LT McGee



LT Nichols



LTJG Rogers



LT Ruzicka



CDR Shifley



LCDR Steffenhagen



LT Tate

★ ROGERS, Robert K., LTJG (then ENS), USNR, St. Louis, Mo.: As member of a UDT, LTJG Rogers participated in action against the Japanese during a bombardment and assault upon an enemy-held island in the Pacific ocean area from 17 to 21 July 1944. In the face of persistent enemy rifle, machinegun and mortar fire, he supervised important phases of beach reconnaissance and placement of high explosive charges which aided in the destruction of enemy underwater obstacles and beach defenses.

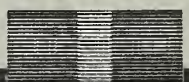
★ RUZICKA, Lumir, Jr., LT (then LTJG), USN, Lindsay, Neb.: As a pilot in Air Group 1, attached to USS *Yorktown,* LT Ruzicka flew in action against major Japanese units during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme distance from base to participate in a strike on an aircraft carrier, he fought his plane against intercepting aircraft and launched a dive-bombing attack which resulted in the scoring of three direct and two probable hits on the enemy warships.

★ SHIELD, Hugh A., LT, USNR, Santa Barbara, Calif.: As pilot of one of a flight of six torpedo planes, CompRon 88, attached to USS *Petrof Bay,* LT Shield flew in action against the Japanese in the Battle off Samar, 25 Oct 1944. When our carrier forces were under attack by powerful units of the Japanese fleet in the San Bernardino Straits, he plunged on an enemy heavy cruiser and, in the face of an intense barrage of antiaircraft fire including projectiles from the main batteries of the enemy ship, pressed home his attack to inflict serious damage on a major unit of the Japanese fleet.

★ SHIFLEY, Ralph L., CDR, USN, Mounds, Ill.: As pilot of a fighter plane and Commander, Air Group 8, attached to USS *Bunker Hill,* CDR Shifley participated in action against warships of the Japanese fleet in the First Battle of the Philippine Sea, 20 June 1944. Leading his strike group at extreme combat radius to attack major enemy units, he pressed to within point-blank range of his targets in defiance of fighter opposition and antiaircraft fire. He directed his group in a closely-timed strike and inflicted extensive damage on the enemy ships as well as obtaining valuable photographs of the fierce action. He led his two-plane group against seven Japanese fighters and succeeded in blasting one from the fire, in probably destroying another, and in damaging a third.

★ TATE, Benjamin C., LT (then LTJG), USNR, Pulaski, Va.: As pilot of a torpedo plane, LT Tate flew in action against the Japanese in forward Pacific areas on 20 June 1944. When separated from other planes of his division, he maneuvered into position to execute a single-handed attack upon an enemy aircraft carrier task group. Although wounded he made a forced run under the intense cross fire of surface ships, he pressed home his attack and scored a direct hit on a large Japanese carrier, thereby contributing to the sinking of a vital ship. He escaped the area though he had a jammed turret and damaged wing guns.

★ VOLTZ, Robert F., LTJG (then ENS), USNR, Chicago, Ill.: As pilot of a torpedo plane in TorpRon 81, attached to USS *Natoma Bay,* LT Voltz flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack, he carried out an unsupported torpedo attack against enemy surface ships. Despite antiaircraft fire, he scored a damaging torpedo hit on an enemy heavy cruiser which contributed directly to its sinking and, when his plane was hit during the action, causing a large hole in the right wing, flew it back to his carrier and landed aboard.



DISTINGUISHED SERVICE MEDAL

First award:

★ RILEY, William E., Brig. Gen., USMC, Washington, D. C.: As assistant war plans officer and subsequently as assistant chief of staff on the staff of ComSoPac from 22 July 1943 to 8 Apr 1944, Brig. Gen. Riley displayed profound knowledge of the capabilities and limitations of all arms involved in amphibious warfare as well as painstaking care and sound judgment in planning. He was instrumental in formulating plans for the assault of Vella Lavella, Bougainville, Green and Emirau Islands which materially advanced the progress of the war and resulted in the saving of large numbers of lives of Allied troops. His knowledge of landing operations and his grasp of the strategic situation contributed in large measure toward enabling the theater commander to bypass heavily defended Japanese bases, thereby increasing the tempo and strength of our



Brig. Gen. Riley



CAPT Thurber

offensive with a minimum cost in casualties.

★ THURBER, Harry R., CAPT, USN, Washington, D. C.: As assistant chief of staff and operations officer on the staff of ComSoPac and, during certain periods of planning and combat operations, as acting chief of staff, Captain Thurber performed exceptionally meritorious service from 24 Dec 1942 to 24 Mar 1944. Particularly qualified for this assignment by his sound grasp of the overall strategic aspects of sea, air and amphibious warfare and with his knowledge of every naval weapon together with its most advantageous employment, he discharged his responsibilities with sound and courageous judgment. His counsel, planning and direction of training and combat support operations, specifically during the bitterly-contested New Georgia and Bougainville campaigns, were directly instrumental in destroying the enemy's war strength in the south Pacific area.



Gold star in lieu of second award:

★ ALLCORN, Frank W., LCDR, USNR, Atlanta, Ga.: Torpedo data computor operator, USS *Perch*, first war patrol, from 29 Mar to 23 May 1944.

★ DECKER, Daniel D., Jr., LT, USN, San Francisco, Calif.: Torpedo data computor operator, USS *Spadefish*, fifth war patrol, from 27 May to 4 July 1945.

★ PEARCE, Hepburn A., CDR, USN, Holbrook, Mass.: CO, USS *Edison*, invasion of Southern France, August 1944.

★ SHANNON, Lafe C., LT (then LTJG), USNR, Minneapolis, Minn.: Pilot in FitRon 20, USS *Lexington*, Battle for Leyte Gulf, 25 Oct 1944.

★ SIMMONDS, George S., LCDR (then LT), USN, Philadelphia, Pa.: While serving in USS *Gurnard*, in Japanese waters.

First award:

★ BAUM, Ralph J., CDR, USN, Atlanta, Ga.: CO, USS *The Sullivans*, in enemy waters, from 13 Oct to 17 Oct 1944.

★ BEER, Robert O., CDR, USN, San Francisco, Calif.: CO, USS *Carmick*, in action against enemy forces, coast of France, 6 June 1944.

★ BLANCHARD, Theodore, CDR (then LCDR), USNR, New Rochelle, N. Y.: CO of an LCI (L) fire support unit, Eniwetok Atolls, Marshall Islands, from 28 Dec 1943 to 28 Feb 1944.

★ COOKE, Edward F., LTJG (then ENS), USNR, Quincy, Mass.: Communications officer, USS *LCI (M) 356*, Nansei Shoto, 18 May 1945.

★ DENTON, Robert L., LCDR (then LT), USNR, Grafton, W. Va.: Diving officer, USS *Scabbardfish*, second war patrol, from 2 Nov to 20 Dec 1944.

★ FEIGE, Henry T., LT (then LTJG), USNR, Oaklyn, N. J.: Member of UDT 6, during assault and capture of Saipan and Guam, June and July 1944.

★ FULTON, William P., LTJG (then ENS), USNR, Jackson, Mo.: Member of UDT 6, during assault and capture of Saipan, June and July 1944.

★ GAMMON, Joe L., LCDR, USN, Tuscumbia, Ala.: Assistant approach officer, eighth war patrol, USS *Halao*, East China Sea, Yellow Sea Areas, from 27 Feb to 8 Apr 1945.

★ GIFFEN, Robert C., Jr., CDR (then LT), USN, Oahu, T. H.: Assistant approach officer, USS *Snapper*, eighth war patrol, from 19 Oct to 14 Dec 1943.

★ GREEN, Jackson D., LTJG (then ENS), USNR, Delanco, N. J.: Member of UDT 6, during assault and capture of Saipan and Guam, June and July 1944.

★ GREEN, Robert E., LCDR, USNR, Los Angeles, Calif.: Assistant beachmaster, invasion of Tarawa Atoll, 20 to 24 Nov 1943.

★ GRISSEY, William J., LT, USNR, Long Island City, N. Y.: Damage control officer in USS *Albert W. Grant*, Surigao Strait, 25 Oct 1944.

★ HARRIS, Leroy E., LCDR, USN, Brownwood, Tex.: Pilot and division leader in FitRon 2, USS *Hornet*, Philippine Islands, 21 Sept 1944.

★ HENDRICKSON, Albert W., LCDR, USNR, Merchantville, N. J.: Chief engineer, USS *Sangamon*, SoWesPac, from 12 Oct to 3 Nov 1944.

★ JARRETT, Harry B., CAPT, USN, Coronado, Calif.: CO, DesRon 53, in operations against Japanese, from 9 Sept to 14 Oct 1944.

★ JONES, Earl T., LT (then ENS), USN, Groton, Conn.: Diving officer, USS *Dace*, during a war patrol, from 1 Sept to 6 Nov 1944.

★ KNIGHT, Fraser S., LCDR, USN, Southern Pines, N. C.: Assistant approach officer, USS *Bonefish*, sixth war patrol, from 5 Sept to 8 Nov 1944.

★ KRIEGER, Leon I., LTJG (then ENS), USNR, Baltimore, Md.: Member of UDT 19, in operations at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ LECOMTE, Melville, LCDR (then LT), USN, Hollywood, Calif.: Pilot in TorpRon 8, USS *Bunker Hill*, First Battle of the Philippine Sea, 20 June 1944.

★ LYNCH, James P. LCDR (then LT), USN, Newport, R. I.: Assistant approach

No Fleet or Base Clasps On WW II Victory Medal

The Bureau has noted evidence there is a belief that fleet and base clasps may accompany the World War II Victory Medal. Such is not the case, Alnav 171-47 (NDB, 15 August) pointed out.

The clasps are authorized for the American Defense Service Medal. No clasps, buttons or other appurtenances are authorized for the World War II Victory Medal.

Ships and stations receiving excess numbers of clasps were directed to return them immediately to the activity from which drawn. It was noted that fleet or base clasp for the defense medal may be issued upon certification of eligibility on form NavPers 2476 by the recipient. The base clasp is issued for duty outside the continental U. S. only in accordance with Art. A-1042, BuPers Manual.

Medals and clasps needed may be requisitioned from district publications and printing offices, in accordance with BuPers Circ. Ltr. 110-47 (NDB, 15 June).

LST COMMENDED FOR ASSAULT DUTY

The Navy Unit Commendation has been awarded USS *LST 133* for her service during the assault operations against German-held beaches in the Bay of the Seine, Northern France, 7 June 1944.

Under orders to land heavy artillery and antiaircraft equipment on an enemy beach, LST 133 proceeded to the assigned area under extreme difficulty and danger and closed the beach despite mine fields, mined underwater obstructions and the wreckage of numerous derelict landing craft and vehicles. Despite the enemy's blanketing shellfire, sniper fire and aerial bombardment, her crew successfully accomplished the task of beaching their craft, taking on board a total of 65 casualties for evacuation during the beaching process and before unloading her cargo of personnel and urgently required weapons.

The first LST of Force 0 to hit the beach, and the first in her assault group to put all Army equipment and personnel ashore, LST 133 rendered invaluable service and completed her mission without loss of men or material in the face of seemingly insurmountable conditions.

Lieutenant Floyd E. Richards, USN, Zion, Ill., was commanding officer of the landing ship during the period for which she was cited.

★ DECORATIONS

Silver Star (Cont.)

officer, USS *Sea Dog*, fourth war patrol, Japan Sea, from 27 May to 5 July 1945.

★ MANGONE, Samuel D., LTJG (then ENS), USNR, Pittsburgh, Pa.: Member of UDT 17, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ MARCUSE, Theodore C., LT, USNR, San Francisco, Calif.: Communications, radar and sonar officer, USS *Tirante*, second war patrol, from 20 May to 19 July 1945.

★ MCCRORY, Woodrow W., CDR (then LCDR), USN, Carlisle, Pa.: Assistant approach officer and executive officer, USS *Parche*, fifth war patrol, from 29 Mar to 23 May 1944.

★ MCLEOD, Norman B., LTJG (then ENS), USNR, Alexandria, Va.: Member of UDT 21, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ PARIS, Warren F., LTJG (then ENS), USNR, Sharon Hill, Pa.: Pilot in Bom-Ron 86, USS *Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ PHILLIPS, Wylie R., LTJG, USNR, Stephenville, Tex.: Assistant gunnery officer, USS *Wilson*, Okinawa, 16 Apr 1945.

★ POWELL, Edgar S., CDR (then LCDR), USN, Marguett, Mich.: CO, USS *Baldwin*, West Coast of France, from 6 June to 4 July 1944.

★ PULLIAM, William E., LTJG (then ENS), USNR, Milwaukee, Wis.: Member of UDT 16, at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ RICHARDSON, George F., CDR (then LCDR), USN, Bay Shore, L. I., N. Y.: Assistant approach officer, USS *Sailfish*, 10th war patrol, from 17 Nov 1943 to 5 Jan 1944.

★ RODGERS, Ernest B., LT, USNR, Knoxville, Tenn.: For service in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ SMITH, William L., ENS, USNR, Danville, Ill.: While serving in a United States submarine, during three war patrols of that vessel in Japanese waters.

★ STAFFORD, Thomas B., LT, USNR, Rutland, Vt.: Torpedo data computor officer in USS *Ray*, fourth war patrol, from 23 Apr to 14 June 1944.

★ STRAWN, Kenneth L., LTJG (then ENS), USNR, Salem, Ore.: Member of UDT 6, assault and capture of Saipan and Guam Islands, from June to July 1944.

★ STYER, Charles W., LCDR (then LT), USN, Washington, D. C.: Assistant approach officer in USS *Tilefish*, third war patrol, from 16 Sept to 24 Oct 1944.

★ SWEETSER, Willard N., CAPT, USN, Waterbury, Conn.: CO of a destroyer screen, in Japanese waters, from 13 to 17 Oct 1944.

★ TAYLOR, Brown, CDR, USN, Annapolis, Md.: CO, USS *Conyngham*, at Ormoc, Leyte, Philippine Islands, 11 to 12 Dec 1944.

★ THROWER, James R., LTJG, USNR, Arlington, Va.: Member of UDT 4, in action at Okinawa, Ryukyu Islands, from 27 Mar to 1 Apr 1945.

★ TRAMMELL, Richard J., LT. USNR, Atlanta, Ga.: Torpedo data computor operator, USS *Bluefish*, sixth war patrol, from 22 July to 14 Sept 1944.

★ TYREE, Alexander K., CDR (then LCDR), USN, Danville, Va.: Assistant approach officer, USS *Guardfish*, eighth war patrol, from 14 June to 31 July 1944.

★ WIERENGA, Melvin E., LCDR (then LT), USNR, Sioux Falls, S. D.: Group commander of an LCT task force unit, invasion of France, from 4 to 7 June 1944.

LEGION OF MERIT

Gold star in lieu of second award:

★ MYHRE, Leonard A., LCDR, USNR, Seattle Wash.: CO, USS *Varian*, North Atlantic area, 24 Apr 1945.

First award:

★ BAKER, Harold D., CAPT, USN, San Francisco, Calif.: CO, transport division, on attack against enemy-held island in Pacific, 21 to 26 July 1944.

★ BANDY, Jack I.. CDR, USN, Norfolk, Va.: CO, Task Unit 73.2.2 during the period of 12 Sept to 6 Oct 1944.

★ BOOTH, Zachary A., Jr., LT, USNR, Temple, Tex.: Gunnery officer, USS *Petrof Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ DOWELL, Gwyn C., LT, USNR, Lubbock, Tex.: Assistant gunnery officer USS *Petrof Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ FROST, Laurence H., CAPT, USN, Washington, D. C.: Communications officer, staff of Commander Aircraft, Central Pacific areas, 4 Oct 1943 to 26 Feb 1945.

★ GINDER, Samuel P., RADM, USN, Coronado, Calif.: CO of Task Group, Marshall Islands, from 29 Jan to 22 Feb 1944.

★ HAMPTON, Deward E., LCDR (then LT), USNR, Leighton, Ala.: For outstanding service while serving in USS *Guadalcanal*, French West Africa, 4 June 1944.

★ HIGGINS, Ronald D., CAPT, USN, Sewickley, Pa.: CO, beach assault group, Southern France, August 1944.

★ HOLMSHAW, Harry F., CDR (then LCDR), USN, Colfax, Calif.: CO, group of LSTs prior to and during assault of Southern France, August 1944.

★ HUDSON, Lester J., CAPT, USN, Carmel, Calif.: CO, USS *San Diego*, Pacific War areas, 5 Sept 1943 to 12 July 1944.

★ KIRN, Louis J., CDR, USN, Coronado, Calif.: Operations officer on staff of ComCarDiv 2, Western Pacific areas, 15 Aug 1944 to 25 Mar 1945.

★ LEE, Edwin S., Jr., CDR, USN, Long Beach, Calif.: Operations officer and acting Chief of Staff, ComCar Div 22,

MINESWEEPER CITED FOR OKINAWA ACTION

The Presidential Unit Citation has been awarded USS *Henry A. Wiley* (DM 29) for service on minesweeping, radar picket and patrol duty durin the Okinawa campaign from 23 Mar to 24 June 1945.

While attached to an amphibious force operating against Japanese forces in the waters off Okinawa during the assault and capture of that island, the *Wiley* operated in dangerously mined water to serve a total of 31 days in minesweeping activities, 23 days on radar picket duty and 18 days in patrol, with an additional 11 nights of screening duty.

She fought off 51 attacks by enemy planes and enabled other ships in the immediate area to continue the rescue of survivors from USS *Luce*. (DD522). With her guns well manned at all times, she succeeded in destroying 12 Japanese planes, including two baka bombs, and assisted in the destruction of three other aircraft.

Fulfilling each assigned mission on schedule, she emerged without damage from every enemy contact.



USS *Henry A. Wiley* (DM29)

Okinawa, Balikpapan, Borneo, from 27 Mar to 31 Aug 1945.

★ McINNES, John N., CDR (then LCDR), USNR, Jacksonville, Fla.: Fighter director in ComCarDiv 2, Indochina, Formosa, Luzon, Nansei Shoto Group, 2 Nov 1944 to 25 Jan 1945.

★ PHIFER, Thomas C., CDR, USN, Crescenta, Calif.: CO, USS *Ellet,* in enemy waters, 1 Oct 1943.

★ SMITH, Harold P., CAPT, USN, Mobile, Ala.: ComDesRon 4, Wake, Marcus, Volcano and Bonin Islands, from 4 Sept 1944 to 5 Jan 1945.

★ STEPHENSON, Charles S., RADM, MC, USN (Ret), Aetna, Tenn.: Navy medical representative on the National Research Council, 8 Sept 1939 to 24 Nov 1942.



Gold star in lieu of third award:

★ JOHANNSEN, Delmur K., LTJG (then ENS), USNR, Melvin, Ill.: Pilot in BomFitRon 12, USS *Randolph,* vicinity of Kyushu, 14 May 1945.

★ SOBIEN, Joseph W., LTJG, USNR, Pittsburgh, Pa.: Pilot in TorpRon 11, USS *Hornet,* vicinity of Hong Kong, China, 16 Jan 1945.

★ VRACIU, Alexander, LCDR (then LTJG), USNR, East Chicago, Ind.: Pilot and section leader, FitRon 6, Roi Island, Kwajalein Atoll, 29 Jan 1944.

Gold star in lieu of second award:

★ ABBOTT, Dean D., LTJG (then ENS), USNR, Kimball, Minn.: Pilot in ComSpotRon 2, USS *Fanshaw Bay,* Nansei Shoto area, 15 to 22 June 1945.

★ DERBY, Jack A., LT, USNR, Ft. Worth, Tex.: Pilot in BomRon 82, USS *Bennington,* vicinity of Tokyo, Iwo Jima, Okinawa, Kyushu, Japan, 16 to 17 Apr 1945.

★ HOOPER, James L., LCDR (then LT), USNR, Pilot in TorpRon 11, USS *Hornet,* Indochina, 12 Jan 1945.

★ MARIANI, Ledio, LTJG, USNR, St. Paul, Minn.: Pilot in FitRon 24, USS *Santee,* Ryukyu Islands, 6 May to 11 June 1945.

★ MARTS, Kenneth I., LTJG (then ENS), USNR, Rochester, N. Y.: Pilot in FitRon 24, USS *Santee,* Ryukyu Islands, 14 May to 16 June 1945.

★ McDONALD, John K., LTJG, USNR, Los Angeles, Calif.: Pilot in CompRon 83, USS *Sargent Bay,* Volcano and Ryukyu Islands, 16 Feb to 8 June 1945.

★ MODANSKY, Aaron, LTJG (then ENS), USNR, Lakewood, N. J.: Pilot in FitRon 24, USS *Santee,* Ryukyu Islands, 13 May to 16 June 1945.

★ MOLCHAN, Theodore, LTJG, USNR, Pilot in CompRon 91, USS *Makin Island,* Ryukyu Islands area, 26 Mar to 1 June 1945.

★ MORROW, Homer A., LTJG, USNR, New Kensington, Pa.: Pilot in CompSpotRon 2, USS *Fanshaw Bay,* 13 to 16 May 1945.

★ PANTON, Jamie A., ENS, USNR, Alameda, Calif.: Pilot in CompSpotRon 2, USS *Fanshaw Bay,* Nansei Shoto area, 13 to 18 May 1945.

★ SHAW-CORTHRON, George, LCDR (then LT), USNR, San Diego, Calif.: Pilot, flight leader, and air coordinator, CompRon 84, USS *Makin Island,* Iwo Jima, 14 Feb to 9 Mar 1945.

★ STANDRING, Frank E., LCDR (then LT), USN, Wichita Falls, Tex.: Pilot in FitRon 14, USS *Wasp,* vicinity of Formosa, 15 Oct 1944.

★ STEBBINGS, George D., ENS, USNR, Wyandotte, Mich.: Pilot in Torp-Ron 11, USS *Hornet,* vicinity of Formosa, 21 Jan 1945.

First award:

★ ABRAMSON, Arthur, LT (then LTJG), USNR, New Orleans, La.: Pilot in Air Group 1, USS *Yorktown,* Bonin Islands, 24 June 1944.

★ ANDERSON, Fernald P., LCDR, USN, Mobile, Ala.: Commander of patrol plane, Southern Celebes, 23 Sept 1944.

★ HUGHES, Howard A., LTJG, USNR, St. Louis, Mo.: Pilot of fighter plane, CompRon 84, USS *Makin Island,* Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

★ BANTZ, Rex L., LT (then LTJG), USNR, Chehalia, Wash.: Pilot in Squadron 15, USS *Essex,* Marianas Islands, 17 to 24 June 1944.

★ BARTON, Robert A., LCDR (then LT), USNR, Spokane, Wash.: Commander of a patrol plane, PatRon 51, in action against the Japanese in the vicinity of the Aleutians, 1942.

★ BERG, Glen L., LTJG, USNR, Lebanon, Mo.: Pilot in PatBomRon 111, Borneo, Celebes, Malaya, Indochina areas, 27 Apr to 20 July 1945.

★ BJORNSON, Gordon B., LCDR (then LT), USN, Pilot in FitRon 14, USS *Wasp,* vicinity of Formosa, 12 Oct 1944.

★ BLACKWELL, Sam H. Jr., LTJG (then ENS), USNR, Columbus, Ga.: Pilot in CompRon 27, USS *Savo Bay,* Battle for Leyte Gulf, 25 Oct 1944.

★ BOEDEKER, Raymond H., ENS, USNR, St. Louis, Mo.: Pilot in CompSpotRon 2, USS *Fanshaw Bay,* Nansei Shoto area, 11 to 14 May 1945.

★ BOGHOSIAN, Armand E., LTJG, USNR, Cambridge, Mass.: Pilot in TorpRon 25, USS *Chenango,* Nansei Shoto area, 1 Apr to 14 May 1945.

★ BONIFANT, George F., LTJG, USNR, Silver Springs, Md.: Pilot in FitRon 87, USS *Ticonderoga,* Inland Sea of Japan, 24 July 1945.

★ BOYUM, John H., LCDR (then LT), USN, Hamakuapoko, Maui, T.H.: Pilot of a night fighter plane, FitRon 14, USS *Wasp,* Formosa area, 12 Oct 1944.

★ BRADANBAUGH, Baker A., LT, USNR, Pittsburgh, Pa.: Member of a fighter bomber strike group, USS *Independence,* off the China coast, 12 Jan 1945.

★ BROPHY, Philip N., LT, USNR, Washington, D. C.: Pilot in CompRon 97, USS *Shipley Bay,* vicinity of Nansei Shoto, 9 Apr to 18 May 1945.

★ BUTLER, David K., LTJG, USNR, Orchard, Wash.: Pilot in CompRon 91, USS *Makin Island,* Ryukyu Islands area, 26 Mar to 24 May 1945.

★ CARMELICH, Richard E., LTJG, USNR, Dumont, N. J.: Pilot in PatBomRon 118, vicinity of Korea and the Japanese homeland, 14, 18 and 27 July 1945.

QUIZ ANSWERS

Answers to Quiz on Page 37

1. **(a) Chance-Vought fighter.**
2. **(c) It has low-high speeds of 40 to 425 miles per hour.**
3. **(a) Heavy cruiser, it's USS *Albany* (CA 132).**
4. **(a) Its standard displacement is 13,700 tons.**
5. **(a) They are standing in the chains.**
6. **(a) Loaded with wax to enable ito to pick up sand, gravel, etc., when sounding.**

★ CHAPMAN, Dewitt D. Jr., LCDR, USN, Andalusia, Ala.: Pilot in FitRon 87, USS *Ticonderoga,* Inland Sea of Japan, 24 July 1945.

★ CIOLEK, Aleksander K., LTJG (then ENS), USNR, Chicago, Ill.: Pilot with CompRon 9, USS *Natoma Bay,* Nansei Shoto, 25 Mar to 20 June 1945.

★ CLARK, Robert W. K., LTJG, USNR, Seattle, Wash.: Pilot in FitRon 87, USS *Ticonderoga,* Inland Sea of Japan, 24 July 1945.

★ CLEVER, Kenneth E., LTJG, USNR, Mansfield, Ohio: Pilot with CompRon 96, Ryukyu Islands, 4 May 1945.

★ CLINE, Harry L., LTJG (then ENS), USNR, Gaffney, S. C.: Pilot in TorpRon 40, USS *Suwannee,* Nansei Shoto area, 1 Apr to 13 May 1945.

★ CRON, Robert H., LT (then LTJG), USN, Worcester, Mass.: Pilot in CompRon 85, USS *Dunga Point,* Okinawa, 8 Apr 1945.

★ DAY, George R., LTJG, USNR, Lincoln, Neb.: Pilot in BomRon 3, USS *Yorktown,* Manila Bay, Philippine Islands, 13 Nov 1944.

★ DENNIS, Richard J., LTJG (then ENS), USNR, Little Rock, Ark.: Pilot in BomRon 4, USS *White Plains,* Battle for Leyte Gulf, 25 Oct 1944.

★ DODA, Vincent C., ENS, USNR, Norwood, Mass.: Pilot of a torpedo bomber, ComSpotRon 2, USS *Fanshaw Bay,* Nansei Shoto area, 3 to 19 May 1945.

★ DONNELLY, Joseph E., LTJG (then ENS), USNR, New York City: Pilot of a fighter plane operating from USS *Sangamon,* Battle for Leyte Gulf, 25 Oct 1944.

★ DUNN, Richard J., LTJG, USNR, Brooklyn, N. Y.: Pilot in CompRon 97, USS *Shipley Bay,* vicinity of Ryukyu Islands, 13 Apr to 14 June 1945.

★ DURANT, Richard S., LTJG, USNR, Lumberton, N. C.: Pilot in FitRon 28, USS *Monterey,* Philippine Islands, 5 Nov 1944.

★ EDMAN, Ben F., LTJG, USNR, Evanston, Ill.: Pilot in PatBomRon 111, action against Japanese in Borneo, Celebes, Malaya, Indochina areas, 21 Dec 1944 to 3 July 1945.

★ ESSARY, Melvin S., LT (then LTJG), USNR, Chicago, Ill.: Pilot of a PBY "Blackcat," SoWesPac, 3 Dec 1944.

★ GLOVER, Bernard L., Jr., LTJG (then

★ DECORATIONS

D.F.C. (Cont.)

ENS), USNR, Kansas City, Mo.: Pilot in BomFitRon 12, USS *Randolph*, area of the Japanese Empire and adjacent islands, 16 Feb to 14 May 1945.

★ GRAHAM, Thomas J., LTJG, USNR, Houston, Tex.: Pilot in CompRon 96, Ryukyu Islands, 21 June 1945.

★ HARDING, Theodore C., LTJG, USNR, Prosser, Wash.: Pilot in PatBomRon 111, action against the Japanese, Borneo, Celebes, Malaya, Indochina, 19 Dec 1944 to 13 Mar 1945.

★ HARRIGAN, Nolen Jr., LT (then LTJG), USNR, Long Island, N. Y.: Pilot in Air Group 2, USS *Hornet*, First Battle of the Philippine Sea, 19 and 20 June 1944.

★ HAWK, Frank H., ENS, USNR, Berkeley, Calif.: Pilot in TorpRon 25, USS *Chenango*, Nansei Shoto area, 3 Apr to 18 May 1945.

★ HOGAN, Thomas H., LTJG, USNR, St. Louis, Mo.: Pilot in FitRon 33, USS *Chenango*, Ryukyu Islands, 22 Apr 1945.

★ JEFFERY, August R., LTJG, USNR, Sandusky, Ohio: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 11 May 1945.

★ JENNINGS, Robert H., Jr., LCDR (then LT), USN, Hot Springs, Ark.: Pilot in FitRon 82, vicinity of Solomon Islands, 8 Oct 1942 to 19 Feb 1943.

★ JOHNSON, George C., Jr., LTJG (then ENS), USNR. Pilot in FitRon 17, USS *Hornet*, Tokyo area of Japan, 17 Feb 1945.

★ JOHNSON, Robert, LTJG, USNR, Telford, Pa. (posthumously): Pilot of a dive bomber in BomRon 86, USS *Wasp*, Kure Naval Base, Japan, 19 Mar 1945.

★ JONES, Ralph M., LCDR, USNR, Coral Gables, Fla. (posthumously): Squadron commander and air coordinator in Air Group 65, USS *St. Lo*, Saipan, Marianas Islands, 15 June to 10 July 1944.

★ KANE, Donald G., LTJG, USNR, Long Island, N. Y.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 20 May 1945.

★ LAFFERTY, Charles Q., LTJG (then ENS), USNR, Pittsburgh, Pa.: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 21 May 1945.

★ LANE, Benjamin F., LTJG (then ENS), USNR, Mullins, S. C.: Pilot of a fighter plane, USS *Fanshaw Bay*, Battle off Samar, 25 Oct 1944.

★ LIGON, Ernest R., LTJG, USNR, Corinth, Miss.: Pilot in CompRon 98, USS *Tulagi*, Ryukyu Islands, 3 Apr 1945.

★ LIVINGSTON, Chester G., LCDR (then ENS), USNR, Honolulu, Hawaii: Commander of a patrol plane in PatRon 54, Solomon Islands, 24 Sept to 7 Dec 1943.

★ MAGGIORE, Richard F., LTJG, USNR, Bridgeport, Conn.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands, 26 Mar to 11 May 1945.

★ MASTERSON, Robert J., LTJG (then ENS), USNR, Rochester, N. Y.: Pilot in FitRon 26, USS *Santee*, Philippine Islands area, 19 to 25 Oct 1944.

★ MCCOLLOUGH, Robert G., LTJG, USNR, Butler, Pa.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ MCDANIEL, Rex S., LTJG, USNR, South Gate, Calif.: Pilot of a fighter plane in CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ MCMANUS, Terence B., LTJG (then ENS), USNR, McIntosh, Minn.: Pilot of a torpedo bomber in CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

★ MEEK, Vern, LTJG, USN, Red Oak, Iowa: Pilot of a torpedo bomber in ComSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 5 to 18 May 1945.

★ METZGER, John M., LTJG (then ENS), USNR, Williamsport, Pa.: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ MOORE, William L., LTJG (then ENS), USNR, Wichita, Kans.: Pilot of a dive bomber in BomRon 15, USS *Essex*, Marianas Islands, 12 June 1944.

★ MURPHY, Joseph W., LTJG (then ENS), USNR, Seattle, Wash.: Pilot in TorpRon 47, USS *Bataan*, off Kyushu, 7 Apr 1945.

★ OLIN, David H., LT (then LTJG), USNR, Culdesac, Idaho: Pilot in FitRon 23, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ OLSON, Robert E., LT, USNR, Keosauqua, Iowa: Pilot in FitRon 25, USS *Chenango*, Ryukyu Islands, 1 Apr to 24 May 1945.

★ PALM, Edgar P., LT, USN, San Carlos, Calif.: Patrol plane commander of a Mariner in Rescue Squadron 3, FairWing 1, Ryukyus area, 30 Apr 1945.

★ PEABODY, George A., LTJG, USNR, Dallas, Tex.: Pilot in FitRon 4, USS *Essex*, near islands of the Nansei Shoto group, 1 Mar 1945.

★ PICKENS, Tommy R., ENS, USNR, Kansas City, Mo.: Pilot of a fighter plane in CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 23 to 30 Apr 1945.

★ PILIP, Theodore J., LTJG, USNR, Beaverton, Ore.: Pilot of observation plane in ObsRon 2, USS *Idaho*, Okinawa, 18 Apr to 18 June 1945.



First award:

★ BAUMBERGER, Walter H., CDR, USN, Annapolis, Md.: CO, USS *English*, in operations against enemy forces, Okinawa, Ryukyu Islands, 11 May 1945.

★ BROWN, Budd G., LT, USNR, Shelbyville, Ind.: While fighting fires as CO, USS *LCI 406*, Palau Islands area, 3 and 4 Nov 1944.

★ DAVIS, Louis P., Jr., LCDR, USN, Bronxville, N. Y.: As a member of the crew USS *Salmon*, seventh war patrol, in Japanese controlled waters.

★ GASPAROVIC, Paul J., LTJG, USN, Baltimore, Md.: For assisting in the rescue of a wounded man, in USS *Salute*, Brunei Bay, North Borneo.

★ JACKSON, Frederick, Jr., ENS, USNR, Pontiac, Mich. (posthumously): For heroic conduct while serving in USS *Ocelot*, during typhoon of 9 Oct 1945.

★ LAUNTZ, Burdette W., LT (then LTJG), USNR, Portland, Ore.: For rescuing survivors from burning and exploding landing ships, West Loch, Pearl Harbor, T.H., 21 May 1944.

★ POLK, Edwin W., LTJG, USNR, Detroit, Mich.: As executive officer MTB 363, operations against enemy forces in SoWesPac. 25 Nov 1944.



Gold star in lieu of fourth award:

★ HEFFERNAN, John B., CAPT, USN, Washington, Ind.: CO, USS *Tennessee*, during invasion and capture of Okinawa, from 21 Mar to 30 Apr 1945.

Gold star in lieu of second award:

★ FISHER, Frank R., LT (then LTJG), USNR, Hammond, Ind.: Plotting officer, USS *Seahorse*, fourth war patrol, from 28 Mar to 27 Apr 1944.

★ FITZGERALD, Gerald S., LCDR, USNR, Chagrin Falls, Ohio: Assistant war plans officer attached to the staff of a naval task force commander, prior to and during the amphibious invasion of Southern France, August 1944.

★ SCHLOSS, Harold W., LT (then LTJG), USNR, Brooklyn, N. Y.: CO, of a fire support ship attached to LCI (G) Flotilla Three, Pacific Ocean area, from June to July 1944.

First award:

★ ALFSON, Warren F., LT, USNR, Wisner, Neb.: Engineering officer, USS *Cogswell*, POA, from 15 Jan to 15 Aug 1944.

★ ALLEN, Wallace E., CDR (then LCDR), MC, USN, Santa Ana, Calif.: Senior medical officer, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ BASS, Raymond H., CDR (then LCDR), USN, Los Angeles, Calif.: CO, USS *Plunger*, eighth war patrol, from 6 Aug to 5 Sept 1945.

★ BERNDTSON, Arthur H., LCDR (then LT), USN, Houston, Tex.: Section leader of two torpedo boats during operations against enemy forces in Solomon Islands, 25 Feb 1944.

★ BESHANY, Philip A., CDR (then LCDR), USN, Scranton, Pa.: Diving officer, USS *Scamp*, seventh war patrol, 7 Apr 1944.

★ BERTHOLF, Charles M., CDR, USN, Long Island, N. Y.: CO, USS *Callaghan*, in action against enemy forces, from 10 Feb to 4 Mar 1945.

★ BLOSE, Howard W., LTJG (then ENS), USNR, Dayton, Ohio: CO, USS *LCS (L) 110*, during the assault and capture of Okinawa, from April to June 1945.

★ BRELSFORD, Clayton E., LCDR (then LTJG), USNR, Birmingham, Mich.: As-

sistant torpedo data computor operator, USS *Sealion,* third war patrol, from 31 Oct to 3 Dec 1944.

★ BURKE, Donald B., LCDR (then LT), USNR, Dunsmuir, Calif.: OinC, of fire and salvage party, USS *Ahrens,* 15 Oct 1944.

★ CARBERRY, William G., LCDR (then LT), USNR, Covington, Ky.: CO of a UDT team, attached to amphibious forces, Pacific Fleet, at Okinawa Gunto, from April to June 1945.

★ CARTER, William R., LTJG (then ENS), USNR, Taft, Tenn.: Boat officer of a whale boat, USS *Harding,* France, 6 June 1944.

★ CHANDLER, George W., LT, USNR, Washington, D. C.: CO, LST 632, POA, from January to August 1945.

★ CHEWNING, Walter L., LCDR, USNR, Cynwyd, Pa.: Catapult and arresting gear officer, USS *Enterprise,* POA, from 2 Oct 1943 to 20 Nov 1944.

★ CLAYPOOLE, Jesse S., Jr., LCDR (then LT), USN, New Bern, N. C.: Supply officer, USS *Augusta,* in action against enemy forces, Normandy, France, 6 June 1944.

★ COLE, Herbert P., LT (then LTJG), USNR, Holly, Mich.: Boat wave officer, USS *Haywood,* Tarawa, from 20 to 24 Nov 1945.

★ COLLINS, Dale E., CAPT, USNR, Beverly Hills, Calif.: CO of a United States ship, during the assault and landing on Kwajalein Islands, 31 Jan 1944, and in the Marianas, 21 July 1944.

★ CONWELL, Tilney C., CAPT, USNR, New York, N. Y.: For meritorious service, on the staff of CincPac, from January 1944 to September 1945.

★ COSTELLO, Joseph P., CDR, USN, Winthrop, Mass.: As navigator, USS *Augusta,* in action against enemy forces, Normandy, France, 6 June 1944.

★ CRAFT, James J., LT, USNR, Weedsport, N. Y.: CO, USS *LST 339,* during operation at Solomon Islands, from 1943 to May 1944.

★ CRABB, Ernest H., LTJG, USNR, Dennis, Miss.: Engineering officer, USS *Bates,* during assault on Okinawa Gunto, 25 May 1945.

★ DATA, Frank, LT, USN, Grand Rapids, Mich.: CO, USS *LST 638,* in action against enemy forces in Philippine area, from January to August 1945.

★ DEAVER, Joshua M., CAPT, MC, USNR, Philadelphia, Pa.: Chief of surgery, U. S. Fleet Hospital 108, Guadalcanal, from 21 Feb 1944 to 21 Nov 1944.

★ DRY, Melvin H., CDR, USN, Lancaster, Pa.: CO, USS *Searaven,* 12th war patrol, from 15 Aug to 6 Oct 1944.

★ EDWARDS, Kenneth N., LCDR (then LT), USNR, San Jose, Calif.: Transport division beachmaster, Amphibious group 3, POA, from 21 to 25 July 1944.

★ EIDE, Jim R., LT (then LTJG), USNR, Portland, Ore.: For service while attached to an LCM, during invasion of France, 6 June 1944.

★ ELLICOTT, Joseph R., LT (then LTJG), USNR, Alpine, N. J.: CO, PT 72, landing on European coast during the nights of 24 May and 24 June 1944.

★ EMRICH, Richard W., LCDR, USN, San Diego, Calif.: Tactical and signal officer, on staff of ComPhibGrp 3, in operations against enemy forces, from January 1944 to July 1945.

★ EVANS, Wayne A., LT (then LTJG), USN, San Francisco, Calif.: Assistant plotting officer, USS *Sailfish,* 12th war patrol, from 26 Sept to 11 Dec 1944.

★ FERGUSON, Robert C., LTJG (then ENS), USNR, Portland, Ore.: OinC of a landing craft and boat crew, during assault against Saipan, Marianas Islands, 15 June 1944.

★ FERNELIUS, Byrne C., LTJG, USNR, Ogden, Utah: Boat captain of PT335, vicinity of Philippine Islands, from April 1945 to August 1945.

★ GALANTIN, Ignatius J., CDR, USN, New London, Conn.: CO, USS *Halibut,* ninth war patrol, from 21 Mar to 15 May 1944.

★ GODBOUT, Roland F., LT (then LTJG), USNR, Bennington, Vt.: CO of a fire support ship attached to LCI (G) Flotilla 3, in the assault and capture of two enemy-held islands, POA, from June to July 1944.

★ GREYTAK, John J., CAPT. (then CDR), USN, CO, USS *McKee,* in operations against enemy forces, from August 1943 to May 1944.

★ GRIFFIN, John J., LT (then LTJG), USNR, Long Island, N. Y.: Gunnery officer, USS *Emmons,* during assault and bombardment of French coast, from 5 to 8 June 1944.

★ GRIFFITH, Benjamin P., LCDR, USNR, Los Angeles, Calif.: Air combat intelligence officer on staff of ComFairWing 1, POA, from 10 Sept 1944 to 15 April 1945.

★ HAMILTON, Thomas M., LCDR, (then LT), USNR, San Diego, Calif.: As flag secretary and signal officer on staff of a naval task force commander, prior to and during invasion of France, August 1944.

★ **HARTLEY,** Clair C., CETM, USN, Clyde, Ohio: For meritorious service while serving in USS *Jack,* fifth war patrol, from 4 June to 14 July 1944.

★ HARVEY, Alton E., LT (then LTJG), USNR, Water Valley, Miss.: For meritorious service as first lieutenant and landing officer LST 446, Russell, Woodlark, Vella Lavella, Bougainville and Guam Campaigns.

★ WADTRIP, Furman D., Lt. then CARP), USN, Columbia, S. C.: As a member of a salvage party attached to USS *Omaha,* during salvage operations in the South Atlantic, 19 to 21 May 1942.

★ WALZ, Allen W., Lt., USNR, Palm Beach, Fla.: CO, *SC* 568, in action against enemy forces, coast of France, for a period of 15 days.

★ WECKER, John G., Lt. (jg), (then Ens), USNR, Ogden, Utah.: In action against enemy forces on Leyte during the Philippine invasion.

★ WIER, John P., Jr., Lt., USN, Chula Vista, Calif.: Gunnery officer, USS *Fullam,* in action against Japanese on Bougainville Island, 29 Nov 1943.



USS Butler (DMS 29, ex-DD 636)

DESTROYER ROUTS SUICIDE PLANES

USS John C. Butler (DMS29,ex-DD 636) has been awarded the Navy Unit Commendation for the accurate gunfire and teamwork of her entire company during her participation in action at Okinawa on 20 May 1945.

She was operating alone on screening station north of Ie Shima when she was attacked by eight Japanese suicide planes coming in from high and low levels and from almost every direction. She maneuvered skillfully to keep all attacks beam on and bring every possible gun to bear. Always holding the most dangerous target under fire, she exploded one plane in midair on the starboard beam and sent another crashing in flames into the water on the port quarter.

Concentrating her fire on two planes approaching simultaneously, the *Butler* forced one to crash off the port quarter with a violent explosion and downed the second close aboard. Instantly threatened by two additional planes, the first plunging directly toward the bridge and the second circling overhead, she maneuvered to place both targets on the port beam, blasting one into the sea off the starboard bow while forcing the second to retire in a northerly direction, smoking and losing altitude.

Her superb lookout discipline, her accurate gunfire and the perfect teamwork of her entire company enabled the *Butler* to rout the entire kamikaze force within 12 minutes of furious combat.

Commander John E. Pace, USN, Annapolis, Md., was CO of the destroyer at the time.

FANTAIL FORUM

QUESTION: What is your favorite shipboard recreation? (Interviews conducted on board USS *Randolph* (CV 15).



Richord J. Morin, F1, Bristol, Conn.: The gals like muscles and I aim to please. In my off duty hours I work out on the rowing machine and tumbling to give me a build like the ads in the health magazines.



Alfred A. Peterson, S2, Milwaukee, Wis.: I'm a sport fan. I never miss a game of any kind on the hangar deck. There's a lot of fun in watching a team figuring out why it wins or loses its games.



Jack Hale, MAM2, Florence, Ala.: Being a mailman, I'm letter conscious. I write a lot so that I will receive a lot. To forget the day's work I see the movies. I like everything, horse operas on up.



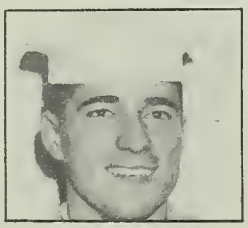
Jerold T. Pierce, S1, Memphis, Tenn.: I like to write my thoughts to my family and friends at home. Just give me a quiet compartment after a rambling day of work. Writing letters relaxes me.



Mothew J. Dovirra, S1, Woodside, L. I., N. Y.: Spinning discs on my "salty" record player is the way I like to kill those free hours. Swing or sentimental music is my stuff. Frankie is my favorite. He sings me to sleep.



Daniel F. Murphy, Jr., S1, Beverly, Mass.: Being out at sea, there isn't much opportunity to keep up with current events via the radio and newspapers so I stock up on news magazines when we hit port.



Robert A. Oliveri, S2, Brooklyn, N. Y.: Basketball is for me. After the day's work I like to get out on the hangar deck and flip the ball around. I may be tired afterwards, but a workout sure pays off in good health.



Thomas R. Prete, Y3, New Haven, Conn.: My hobby is sketching and there's plenty of opportunity for this at sea. Sometimes I don't have all the necessary equipment but I do the best I can to record shipboard life in my work.



Walter L. Levine, S1, Brooklyn, N. Y.: The wind-up, the pitch, and you're out — there's nothing like baseball. Aboard ship at sea I have to settle for indoor baseball, but I still enjoy the exercise I get out of it.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is nat classified, it sametimes is limited in its reparting and publicatian af phatagraphs.

REFERENCES made ta issues af ALL HANDS priar ta the June 1945 issue apply ta this magazine under its farmer name, The Bureau af Naval Personnel Infarmatian Bulletin. The letters "NDB," used as a reference, indicate the afficial Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed thot appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In mast instances, the circulatian af the magazine has been established in accardance with camplement and an-baard caunt statistics in the Bureau, an the basis af ane capy for each 10 afficers and enlisted persannel. Because intra-activity shifts affect the Bureau's statistics, and because arganizatian af same activities may require mare capies than narmally indicated ta effect tharaugh distributian ta all hands, the Bureau invites requests far additianal copies as necessary ta camply with the basic directive. This magazine is intended far all hands and commanding afficers shauld take necessary steps ta make it available accardingly.

The Bureau shauld be kept infarmed af changes in the numbers af capies required; requests received by the 20th af the manth can be effected with the succeeding issues.

The Bureau should alsa be advised if the full number af capies is nat received regularly.

Narmally, capies far Navy activities are distributed anly ta thase on the Standard Navy Distributian List in the expectatian that such activities will make further distributian as necessary; where special circumstances warrant sending direct ta sub-activities, the Bureau shauld be infarmed.

Distributian to Marine Carps personnel is effected by the Cammandant, U. S. Marine Carps. Requests fram Marine Carps activities shauld be addressed ta the Cammandant.

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• AT RIGHT: Famaus for their pie appetite, sailors usually find na shartage. Picture shaws one af the many racks of pies that are baked for a single meal at an air base.



LOTS OF CRUST

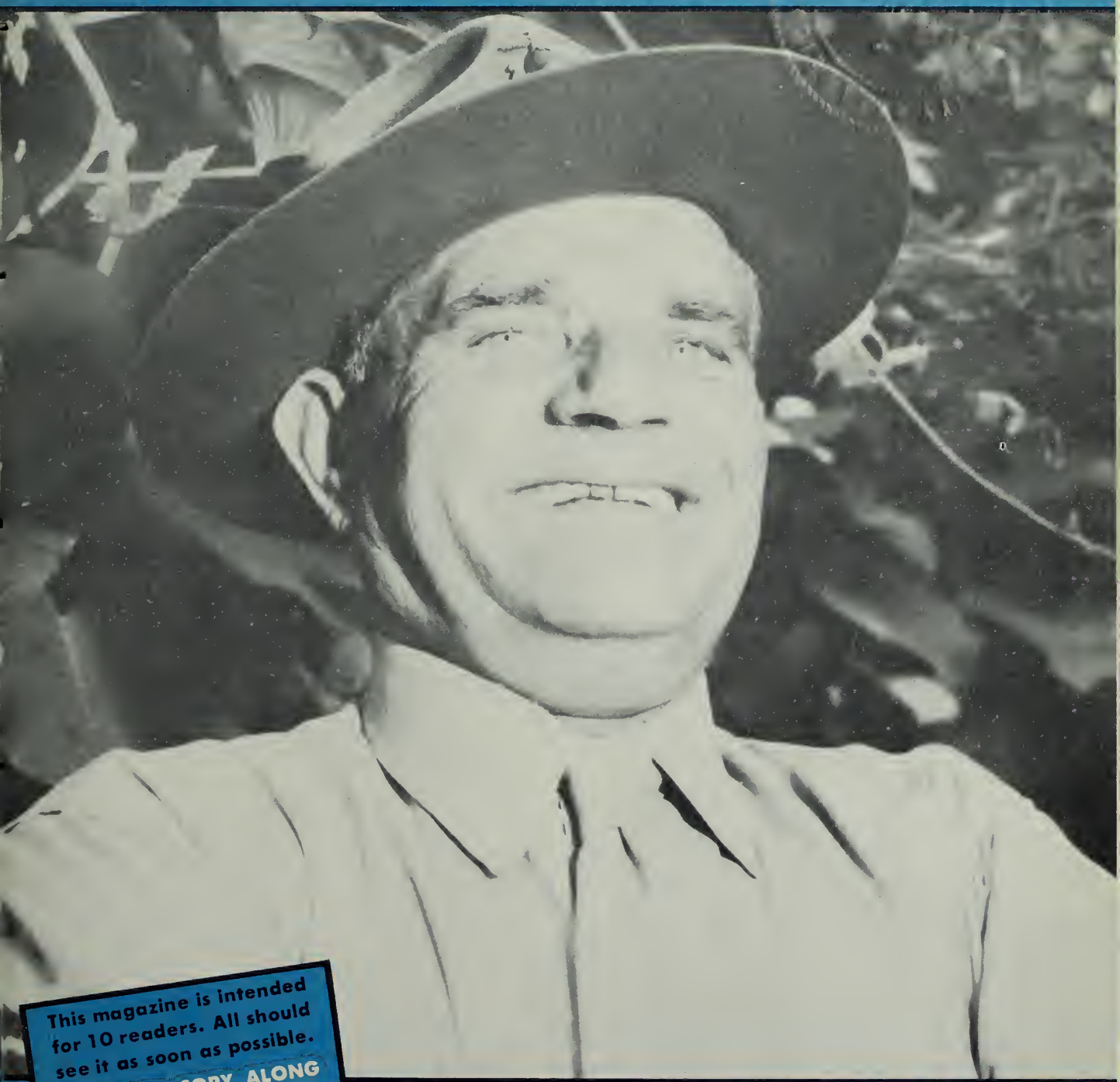

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



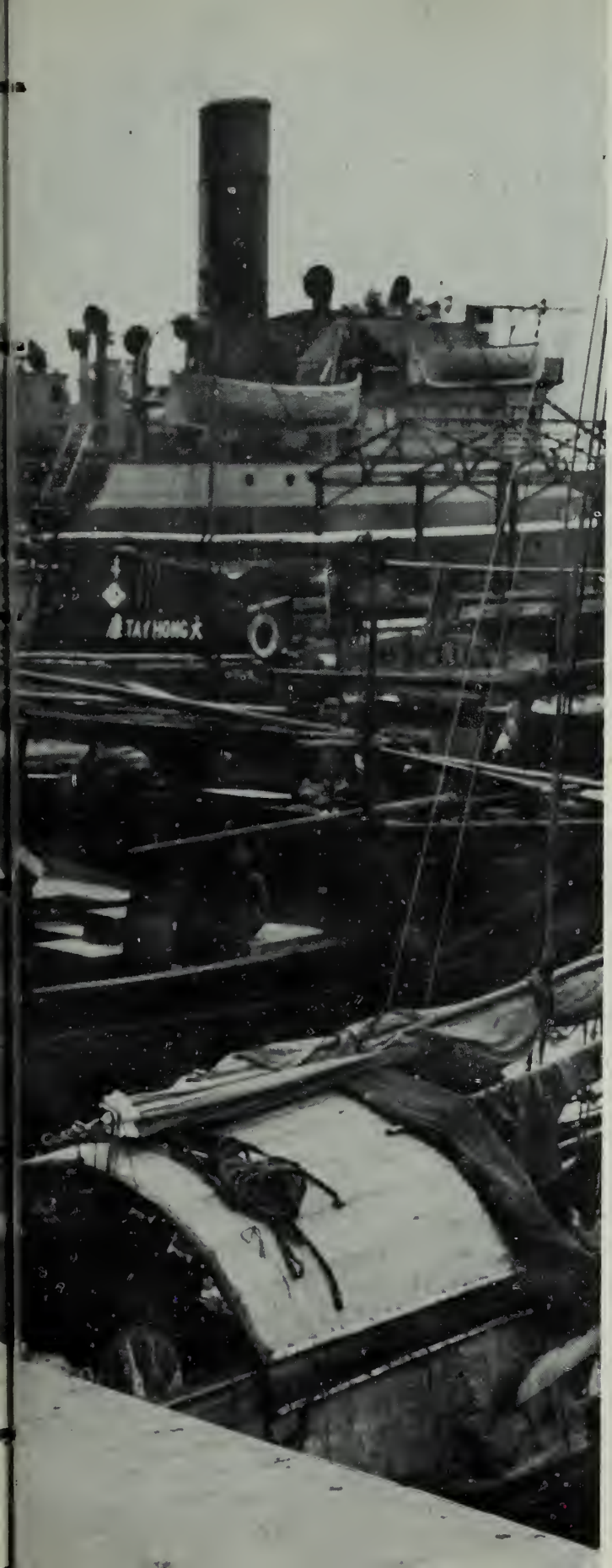
This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

NOVEMBER 1947

BIG DEAL





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1947 NAVPERS-O NUMBER 369

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel
REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

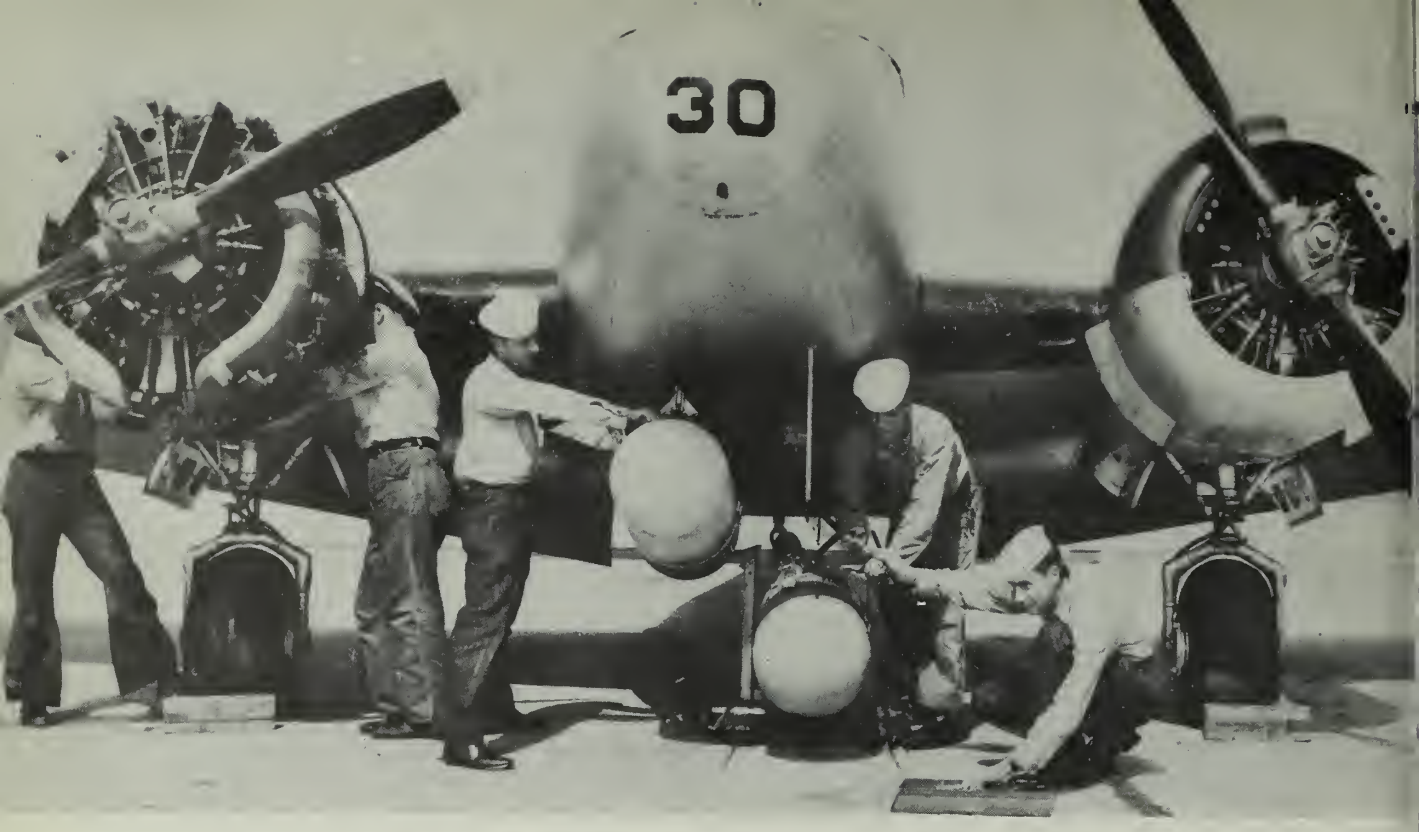
	Page
Sailors With Wings	2
Modern Seabags	7
Reserve Marines	8
Warriors in Trunks	10
Black Cats: They Bring Luck	14
Training for New Rate	17
The Word	18
Navy Grows Its Food	20
Invasion of North Africa	22
Navy's Cloud Checkers	25
Navy Shows 'Em How	27
Letters to the Editor	28
Flag Duty	31
Today's Navy	32
Bulletin Board:	
Word on New Rating Structure	43
180 Serve As Military Escorts	47
Limited Duty Appointments	48
Early Discharges	49
Recruit Training Duty Open	52
POs Get Rating Adjustment	54
Alnavs, Navacts in Brief	56
Decorations and Citations	57
Fantail Forum	64

172 YEARS OF VALOR

• **FRONT COVER: Marines throughout the world are commemorating the Marine Corps' 172nd anniversary in November. Symbolic of today's Marines is MSgt Tony Rosko, 53, Camp Catlin, Hawaii, who will complete 30 years' service next August. See also pp. 8-9 and p. 33.**

• **AT LEFT: Looking over the wares of a waterfront merchant while on liberty in Hong Kong, China, are three men serving on board USS *Estes* (AGC 12).**

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated.



'FLYING CLASSROOM' provides work on engines, radar bomb units. NATTCenters train men who keep planes in shape.

SAILORS WITH WINGS

IT ISN'T what you used to be, it's what you are today! That hard-boiled axiom has succinctly explained the downfall of sports champions, industrial empires—and military forces—and nobody realizes its truth better than the men responsible for the well-being of the greatest naval air arm in history, the men of the Naval Air Training Command.

To those who saw Navy planes darken the skies of Japan's coast a scant two years ago, the problem of replacement and training of personnel must have appeared far distant. But the problem was always there; it's here now—and NATC's job is to solve it.

NATC consists of four functional commands which, besides reserve training, are basic and advanced flight training and technical training, conducted at various air stations, training bases, technical training centers and materiel centers in the United States. It aims to develop the skills needed by the men who fly the planes and, just as important, the men who make the planes fit to fly.

Prospective naval fliers today are principally midshipmen — former Naval Aviation College Program students and some enlisted men; most of the rest are Navy, Marine, Coast Guard, and Latin American officers, to a total of some 1,560 men yearly. From this group in fiscal 1948 are expected to emerge 900 Navy pilots, 50 Marine pilots, 20 Coast Guard pilots, and 50 Latin American pilots. In addition, 200 Navy aviators will have been given a 14-week refresher course in advanced training.

Of course, the program is reduced in scope from VJ-Day when there were 23,000 future fliers under instruction; but it's just as exacting as it was then. Out of every 100 students who enter the pre-flight school at Pensacola, 68 may expect to complete the entire syllabus successfully. The Navy's object is to weed out as rapidly as possible those men who for one reason or another cannot make the grade, and more than half of these failures will have occurred by the time pre-flight school and nine weeks of flight training have been completed.

That initial pre-flight stage, as it was during the war, is a rugged assignment. Naturally the student wants to fly, and he doesn't get a chance to, except perhaps in his sleep where he is safe for solo—unless he has an upper bunk. But he doesn't have too much chance even for that type of flying, for his numerous waking hours are occupied with a rigorous program of ground school academic work, military training and athletics. He learns what the Navy is all about in Essentials of Naval Service; in Principles of Flying he learns what keeps planes up in the air; and he learns about weather, navigation, gunnery, survival, and communications—radio, blinker and flags. On the parade ground and elsewhere he acquires discipline. Since an important purpose of the pre-flight school is indoctrination, it is logical that the ex-civilian midshipman is required to spend 16 weeks in this stage.

During pre-flight a program of physical training in swimming, gymnastics and competitive sports like boxing and basketball gets the student into about as good physical condition as he ever enjoyed. Five years ago there was a gag going around the PFSs that a cadet who

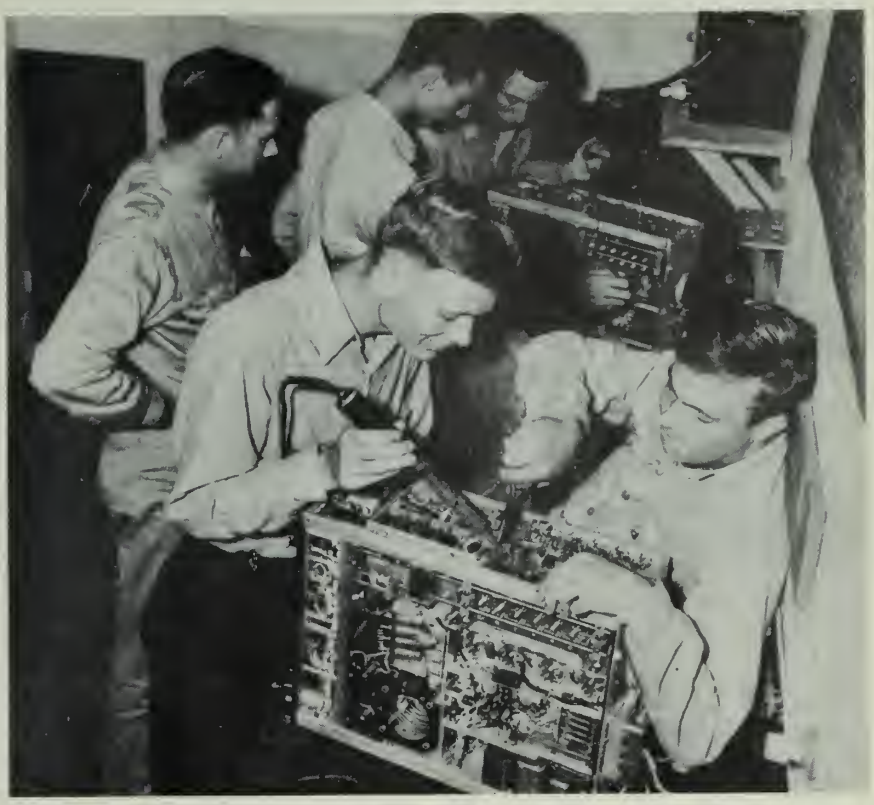
broke his leg playing football was urged to do push-ups while waiting for an ambulance to carry him off to sick bay. Needless to say it never happened—but it illustrates the intensive physical grind required of the prospective flier. Meantime he studies nights, sometimes he gets a little liberty, he eats his three squares a day—and at the end of the training period he's ready to start learning how to fly.

That's when basic begins. Half the student's day in this stage is spent in ground school—mainly advanced continuation of pre-flight subjects and a practical application of their use. But in addition to aerology, communications, engineering, navigation and survival, the student gets a thorough course in CAR (civilian air regulations) and a lot of time in training devices like the instrument flight trainer and celestial navigation trainer. Excluding athletics but including instrument trainer time, there are 521 periods of ground instruction in the 35-week period of basic training.

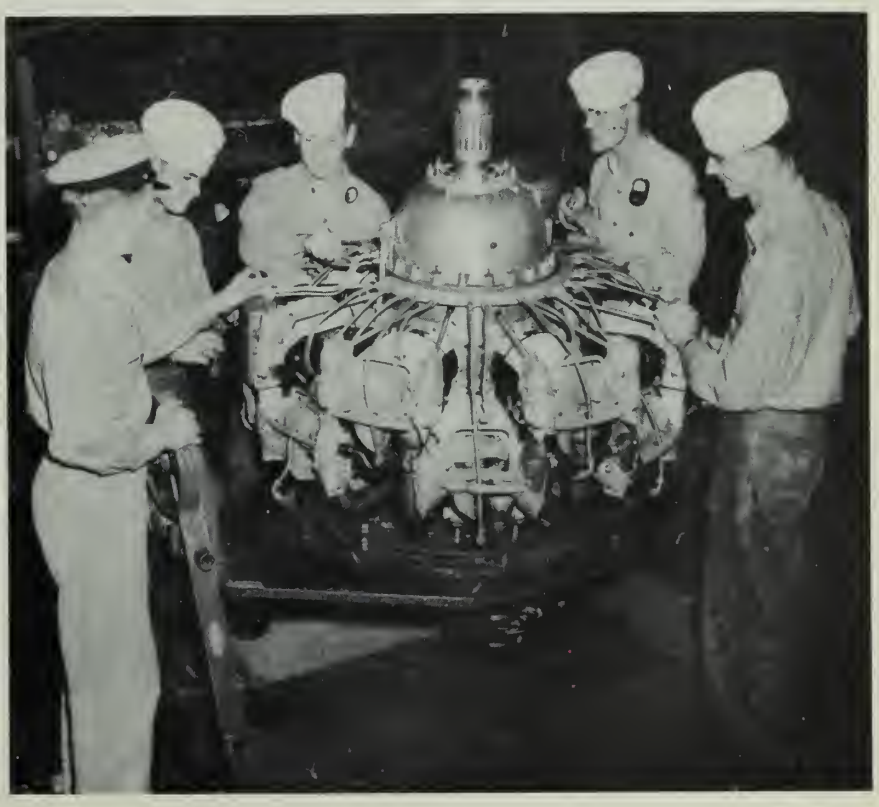
Flight training in basic totals about 215 hours, varying a little with the individual student in case he needs more time during a particular stage. Most of this time is spent in the primary stage in the SNJ Texas, a low wing monoplane, which the student solos after 19 hours of dual instruction. (As an example of the speed-up of modern air-training methods, it should be remarked that in 1940 candidates didn't even get into SNJs until after accumulating 250 hours of flight time). Some 160 hours are spent in the "J," including practice in night flying, acrobatics and instrument flying. The fledgling pilot gets primary gunnery and combat tactics next, where it is brought home to him that in naval warfare a plane is essentially a highly destructive and mobile gun platform.

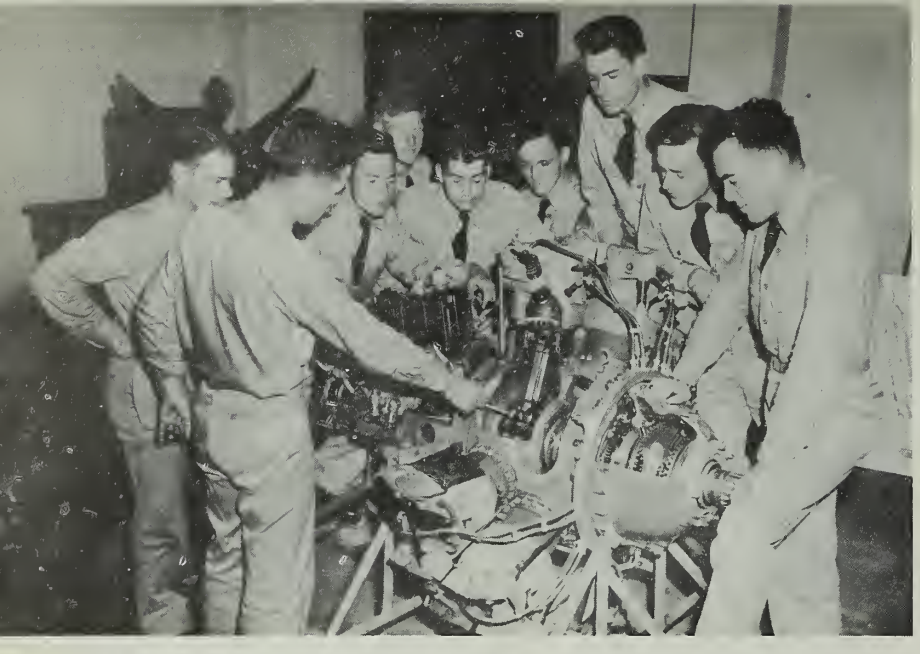
Of course at this stage the students aren't cognizant of all the know-how of flying—there's the budding birdman who irritated his instructor by gazing intently skyward while in the landing circle until such time as he was about to turn into the groove. In reply to a query as to why in blazes he was looking at the sky instead of where he was going, the lad promptly explained that he had been checking wind drift by watching the movement of clouds—a bit of lore which might have been thought up by the immortal Dilbert.

The next training step is 10 hours of practice carrier field landings in the "J"; then come actual landings



CHIEFS DIRECT work of future technicians in schools of Naval Aviation Technical Training Command. Above, students take bugs out of radio equipment; below, instructor points out problems of engine overhaul.





WHOLE STORY of pilot training includes not only flying, but understanding the entire operation of the plane. Here service type engine is explained.

on a modern carrier—currently USS *Wright*, a CVL—on which six to 14 landings are effected. By now the student has about 172 hours of flying, after which he gets multi-engine training in the PBY Catalina and the SNB. When he gets through he's had about 215 hours in SNJs, PBYs and SNBs along with 16 hours night flying, 25 hours instruments and 20 hours of gunnery, and has checked out on a carrier. But to put it more directly, he can fly airplanes—single engine or multi-engine — off the ground or off the water or off a carrier deck.

That's all for basic training. The next step is advanced, at NAS Jacksonville, where the pilot is to specialize in a service type plane. So far as is possible he is assigned to the craft of his choice—to single engine fighters, fighter bombers, dive bombers or torpedo planes; or to multi-engine patrol planes. The flight training in the single engine combat plane of various types consists of 116 hours, with emphasis placed on the particular primary mission of the plane involved. For example, the student in VF (fighters) concentrates on gunnery flights in the F4U or F6F, the VBF pilot on bombing and gunnery in the F4U, the VA (formerly VB and VT) pilot on dive bombing in the SB2C or bombing and torpedo drops in the TBM. But many VA ("A" means *attack*) pilots are currently receiving instruction in F4Us, which more nearly approach the single-seater Douglas and Martin attack planes expected to replace present dive bombers and torpedo bombers.

All pilots receive an equal amount of time in both day and night familiarization, day and night formation, instrument flights, navigation flights, GCA (ground controlled approaches) and angle calibration flights; but there is some variation beyond this in the training of carrier pilots. For instance, fighters get two hours of fighter director indoctrination which pilots of other types do not receive. At the conclusion of this part of the course, all groups qualify on the training carrier in the types of service planes in which they have been trained.

The size and complexity of multi-engine aircraft make mandatory more instruction time than single engine pilots need, though a good deal of it is dual instruction. Indeed, after advanced training is completed the prospective pilot of a Privateer or Mariner still has many hours of fleet experience as a co-pilot ahead of him before he will be checked out as commander of a plane. Flight training for land type Venturas is very similar to that for Privateers and Mariners, but includes eight hours of angle calibration and eight hours of rocket firing with slightly less time devoted to low altitude bombing and navigation flights.

Sometimes students in this stage get the idea that they've learned all they need to know about the flying game. Like the pilot who during a dive bombing hop continually dived too steeply and began his pull-out at an unsafe altitude. After two or three such performances, though he had been informed of his mistakes each time, he started another erratic dive. This time he was interrupted by the voice of his instructor who, heading his plane out of the target area, called to the student, "Wait a minute, Tare-3. If you're gonna keep this up, wait till I get back. I'm going back to the base for a basket." Tare-3 mended his ways, it is to be hoped permanently.



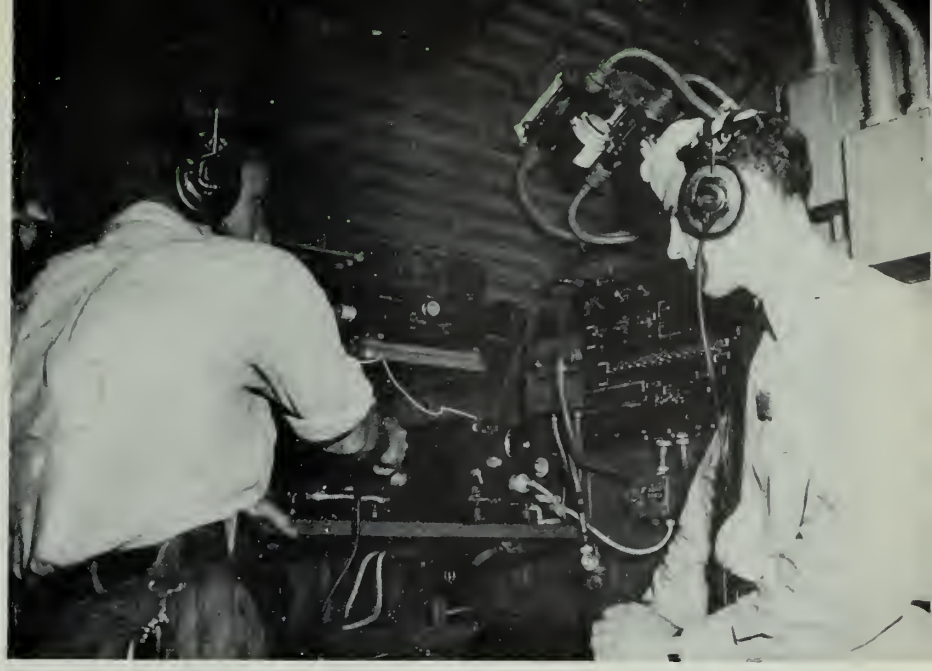
FIRST CARRIER takeoff provides major thrill in basic training given to student pilot. Here flier mans his SNJ gear in preparation for the big event.

Ground school instruction continues through the advanced stage with 240 class periods allotted to all pilots regardless of type of aircraft—but the work done varies considerably with the plane flown. The student works with NAMTs (naval air mobile trainers) which show him exactly how the gasoline system, or hydraulic or electrical system, of his particular plane works. And the VF boys can climb into the new F8F trainer, called by a member of the Navy's famous Blue Angels acrobatic team "the best and most realistic trainer I've ever seen." The designers of this super-uptodate contraption—a trainer with a built-in tire-screetch!—have reproduced everything in their gadget but the ability to get from here to there. For example if you lose your airspeed, watch out, brother—you're in for that well known spin!

A small percentage of pilots upon completing the regular advanced training course are processed into VO (observation) training, which adds four weeks and a 25-hour flight training course to the normal 14-week period of advanced training. It prepares the student for duty in observation planes aboard cruisers or battleships.

So much for the men who fly the planes—but what of the problem of plane maintenance and repair, without which the most skillful pilot would be as earthbound as a penguin? That important job is entrusted to the NATTC—the Naval Air Technical Training Command, with headquarters at NATTCenter, Memphis, overseeing the activities of 31 different enlisted and 10 officer schools.

At these schools students learn the exacting duties of aviation "doctors"—trouble shooters who can diagnose planes' diseases by the sound of an engine, the position of an instrument needle or the smell of a burning condenser, and who can prevent ailments as well as cure them. Incoming students at the enlisted Aviation Fundamentals school at Memphis—the first stage of training—are new recruits. Thirty per cent of all naval recruits are assigned to aviation duties, and all these men are sent to Memphis. At the AvFund school, after first learning such important items as how to work safely around planes, and the rudiments of aviation seamanship, students get a concentrated short course of instruction in practically all phases of aviation duty—a kind of liberal arts curriculum of the air with 320 hours of instruction, roughly equivalent to the number of hours the average college gives its students in the first term.



RADIOMAN CHECKS out a student on operation of a PBY's radio equipment while plane is in flight. Gear carried by the big planes demands much study.

Near the end of the 8-week training period each student makes a final choice of the rate he wishes to strike for (he's had three hours of fundamental instruction in each of the 13 aviation ratings), and although aptitude and quota needs are important factors to be considered, 70 per cent of all graduates are assigned to the "A school" of their choice. The 13 A schools, located at Memphis principally but also from along the Eastern seaboard to as far west as Olathe, Kans., and Santa Anna, Calif., train students to make them eligible for third petty officer ratings as metalsmiths, parachute riggers, mechs, control tower operators or whatever their specialties may be. During wartime when 60 NATTC schools turned out over 360,000 trained technicians for the Navy's air arm, the country's best qualified civilian educators assisted in setting up a program embodying the latest instructional methods and devices, with the result that these schools



WAVE INSTRUCTS nine pilots in use of the sextant. Navigation is vital part of the ground school, which extends through all the stages of training.



STUDENT PILOTS come from civilian life and fleet. This trio is being briefed in mysteries of formation flying.

offer probably the best vocational training in the United States today.

After leaving the A school, the graduate joins the fleet, and after he has advanced to a second class petty officer rating with at least 18 months sea duty he is ready for a B school. B schools, centered at Memphis with the exception of the AERM school at Lakehurst, N. J., are a continuation of A school training, but the instruction is of course more advanced and includes a good deal of theory in addition to a thorough practical course—all the requirements for promotion to the next higher grade.

Class C schools fill two functions: they provide training in specialized equipment which doesn't necessarily fit into any particular rate, and they conduct training in recent specialized developments which have not yet been fitted into the "regular" program. An example of the first type of C school is that at Olathe giving instruction for GCA personnel; the temporary type of school is exemplified by the recently disestablished jet engine school at Memphis, which was discontinued when enough personnel were trained so that a course could be set up in A and B mech schools. C schools, in other words, don't meet requirements for an advance in rating. They are intended to train men to fill a gap in the existing NATTC program. Some of these schools currently operating are those for airship (non-pilot), atomic hydrogen and heliarc welding, Link maintenance and camera repair.

The 10 officer schools in NATTC are designed to qualify officers for control and supervisory positions as engineering maintenance officers, electronics officers, GCA officers or what have you. The program is comparable to that in the A, B and C schools, but lays more stress on theory, less on practical work.

And when you add to this nucleus of trained pilots and technicians the hundreds of Naval Reserves who are keeping their hands in flying at 22 air stations from coast to coast, you have an airforce not only potentially powerful, but one able to take off and go at a moment's notice.

Naval aviation hasn't softened up since VJ-Day. It's prepared—right now!

Personnel Shipping Over Select Next Duty Station

Attention is invited to the greater opportunities offered enlisted personnel in selecting their new duty stations upon re-enlisting in the regular Navy. These opportunities were announced by BuPers Circ. Ltr. 141-47 (NDB, 15 September) and reported in ALL HANDS, September 1947, p. 42.

The directive placed into effect certain measures which give men who re-enlist considerably more opportunity and choice than they formerly had in obtaining the type and location of duty they desire.

In brief, the circular letter gives these desirable changes:

- Permits any man to re-enlist under continuous service aboard any ship in commission (or at any naval activity) which he may select.
- Allows a man who re-enlists on board a ship in commission to remain in that ship for a stated minimum period before he can be considered eligible for transfer, except at his own request.
- Adequately safeguards a man who has completed a tour of duty beyond the seas from being returned involuntarily to that form of duty within certain time limits.



ACCORDION-TYPE, collapsible box with plastic reinforced ends is one of four designs for a modernized seabag for the general use of naval personnel.

MODERN SEABAG

SEABAGS, as traditionally Navy as bosn's pipes, are due to have their faces lifted.

Design of a new bag is the problem facing a committee composed of representatives of BuPers, BuShips, BuDocks, BuSandA and CNO.

Four designs have been selected by the committee as those most likely to meet the requirements. Trial bags of these designs are now under actual travel and laboratory tests. They are:

- A collapsible, accordion-type box with plastic reinforced ends, one side of which acts as a lid and is closed by a zipper.
- A fabric suitcase which can be laid open or hung up open, having a zipper down both ends and around the bottom.
- Two duffle-type bags, one resembling the present Marine Corps' clothes carrier, and the other similar in general but with a carrying strap, golf bag style, in addition to the handles. Both have zipper closures and side pockets for personal traveling effects.

Enlisted men traveling on orders keep the test bags in a shuttle service, and comment at their journey's end on the advantages and disadvantages of the bag type used.



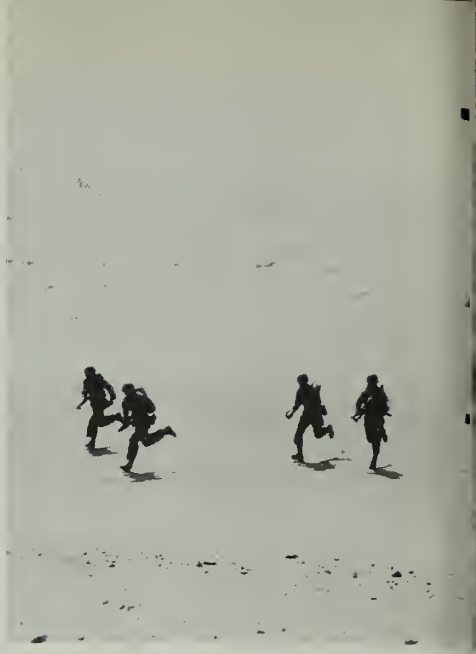
GOLF BAG version, featuring side compartment, is made of leatherette fabric. Note the handy carrying strap.





COTTON TWILL suitcase (left) can be laid open or hung up. The duffle bag (right) is made of plastic-coated fiber-glass.





FIRING machine guns (above), assaulting beach (above, right) and descending cargo nets (below) are highlights of training given the MarCorps Reservists.



RESERVE

IN HUNDREDS of communities from coast to coast—from the shores of San Francisco to the halls of Tammany, you might say—there'll be 100,000 Marine Reserves enlisted and ready for action after 30 June 1948 if Marine Corps Reserve recruiting plans work out.

Of this figure, 30,000 enlisted men are sought for the Organized Reserve, with 70,000 ticketed for the Volunteer Reserve. Present enlistments show 7,000 ground personnel and 5,500 airmen in the Organized Reserves in addition to 12,000 ground and air personnel in the Volunteer group. Numbers for the Women's Reserve—all in Volunteer status—stand at 700 officers and 1,300 enlisted.

The recruiting drive, scheduled to start 10 November, the Leathernecks' 172nd anniversary, will be most concentrated in approximately 82 cities where Organized Reserve units have thus far been set up, and will come to a climax during Marine Corps Reserve Week, 12 to 18 January.

Most Organized Reserve units will share armory space with similar groups of Naval Reservists. The Navy enters into the picture further through complements of Naval Reserve medical officers, pharmacist's mates and hospital corpsmen assigned to each Marine group.

The Marine Reserve, or Citizen Marine Corps, offers to this select fighting force a program of training similar to that of the Navy, providing



MARINES

former Marines and qualified new members a peacetime program of technical training, education and recreation, and like the Navy requires weekly instruction periods. Volunteer Reserve members may within quotas apply for active duty training along with the Organized Reserves.

Organized Reserves receive one day's pay for participation in weekly drills, and all Reserves are due active duty pay, allowances and travel expenses for attendance at summer camps.

Upon joining the Reserve all former Marines are entitled to the rank they held at time of discharge, and veterans of other armed services may be appointed in ranks up to the equivalent of their former ranks. Male non-veterans must be between 17 and 32 years of age; vets may subtract years of active duty in any service and years of inactive duty in the MarCorps Reserve to reach the top figure. At present only former Women Marines are eligible for the Women's Reserve.

Currently in operation are 19 infantry battalions, five 105 mm. and four 155 mm. howitzer battalions and two amphibian tractor battalions. One tank battalion at San Diego, Calif., and a single engineer battalion at Baltimore round out large organizations of this type. In addition, there are six engineer companies, two signal companies, 23 aviation fighter squadrons and eight ground control intercept squadrons.



LINED UP to board plane enroute to active duty station are Marine Air Reservists (above). Men of howitzer battalion (below) fire weapon during training.



WARRIORS IN



'FROG MEN' scamper as charge goes off to clear away underwater wreckage during exercises off a training beach at Naval Amphibious Base, Little Creek, Va.

GRADUATION exercises have been given a new meaning by students at the Navy's underwater demolition schools.

Instead of test papers and pencils, these hardy sailors equip themselves with swimming trunks and face masks, and slip rubber fins on their feet.

Then for two weeks these "frog men" undergo gruelling assault problems. Night after night, loaded down with explosives, the students swim into beaches on which are built anti-boat and anti-tank obstacles. Swiftly they glide through the black water, plant their charges and clear the beach of all obstructions to landing.

That's graduation for the "warriors in trunks," the men who in World War II went in ahead of assault forces to clear mines and underwater obstacles from the path of landing craft.

If you think graduation is tough, take a look at the arduous training which preceeds it. Volunteers for underwater demolition team duty, first of all, must be in excellent physical condition—an understandable requirement. They must be good swimmers and must evidence no fear of explosives. Upon reporting for training they are thoroughly examined physically, then are given a short period of physical conditioning. By this time they are beginning to realize the importance of physical fitness in their chosen work. A strict screening process, aptly called "hell work," follows.

The candidates are sent through swamps, mud, surf and tangled undergrowth, harrassed by exploding charges and unseen booby traps until they almost fear to move. Then they have the ground blown up under them to make them move. They endure long forced marches along training beaches and paddle and portage rubber boats for miles along the coast. They are plunged into heavy surf, through swift tidal currents, up and over sand dunes from dawn to dusk.

When hell week is over, the men are separated from the boys. About 25 per cent of the starters usually fail to measure up to the unusually high standards set. Foolish to conduct such a strenuous program so early in the training course? Not at all; the Navy has sound reasons for it:

First, it definitely tests the physical and mental endurance of each applicant. Unsuitable men quickly are eliminated from further training with explosives. To permit these men to go on would be hazardous, both to themselves and to their fellow students.

Also, it instills in the survivors—a well-chosen word describing the men remaining—a feeling of confidence in their ability to carry on through the toughest of conditions. It serves, also, to give them a very healthy respect for explosives. They don't need to be told that this is essential in demolition operations.

Even more lively than the school schedule is the program of operational training upon which UDTs in the Atlantic and Pacific have embarked. Their heroic work in World War II earned them a rest, but they're not taking it. "Fire in the hole," cry of the demolitioneers, is heard frequently these days on coastal beaches, and the shattering roar of demolition charges heralds their peacetime training. The UDTs are busy training their replacements, trying out new methods and equipment and testing explosives.

The transition from war to peace was no easy task for UDTs. Reduction in strength at the end of the war apparently eliminated these units as effective elements of the amphibious forces. This cut took the strength from 30 teams with a total complement of 3,000 officers and men down to only four teams with a complement of seven officers and 50 enlisted men for each of the four teams.

However, Commanders, UDTs, Atlantic and Pacific, were reluctant to allow the hard-won experience of combat veterans to be lost in the shuffle. Thus, an equal distribution of key

TRUNKS

personnel was effected to the Atlantic and Pacific amphibious forces.

Although small, these units are specially skilled. They are carrying on a most active schedule. The rugged training programs discussed earlier have been instituted under the amphibious training commands in the Atlantic and Pacific. Schools are established at Little Creek, Va., and at Coronado, Calif. The instructors are veterans with the necessary "know how." They are producing physically and mentally capable men, high-spirited and capable of conducting any task in or under the water.

The duty still is classified as hazardous, since high explosives are used throughout training, during tactical operations, in research and development tests and on such assignments as sinking a derelict or channeling through a sandbar.

However, there is no extra pay for returning the toothy grin of a shark or barracuda, for swimming to seaward in the face of a thundering surf, or for swimming up to a "missfire" to discover why 2,000 pounds of TNT didn't detonate. It's apparent that men of the UDTs like their work for the duty alone.

Before looking at the training schedule more closely, let's glance at the primary missons of UDTs in wartime—upon which the training program is based. These missions are to:



CHANNEL BLASTING, a post-assault mission, is being carried out by these UDT men who are paddling an explosives-laden rubber boat in to the training beach.

• Conduct a pre-assault hydrographic reconnaissance of the objective area. This may be done secretly at night from a submarine, or in broad daylight under cover of heavy naval gunfire support, as was customary in the Pacific.



HIGH-SPEED pickup of swimmer who has completed mission is effected by men in rubber boat towed alongside landing craft. Using snare makes job easier.

• Remove obstacles to landing which may be found by reconnaissance. The demolition mission may be incorporated in the first assault waves, as was the case at Normandy. However, on the beaches at Balikpapan, the UDT reconnaissance disclosed obstacles along miles of beach front of a density of one each yard. The obstacles were of heavy driven pilings, cross-braced by bolted timbers and interlaced with steel rope and barbed wire. It required two days and nights of demolition operations prior to the assault, using 10,000 pounds of explosives, to clear 2,000 yards of the beach.

After the landing has been made and the beachhead secured, the frog men continue to clear obstacles, blast channels, remove wrecks from the beach and perform other assignments required by the beachmaster.

It's easy to see that a very comprehensive program is needed to train men to be competent in conducting such missions under generally unfavorable conditions and heavy enemy fire. The basic training curriculum consists of 56 subjects which must be assimilated in two intensive months of training. The two weeks of assault problems follow. They are designed to make the student use his own judgment, apply the information he has been given and work out his own



'FLYING FROG' gets lift from Navy helicopter testing a new pickup method during UDT experimental exercises.

course of action. Generally conducted at night, these assault problems are the culmination of long hours of lectures, demonstrations and practical work.

A unique feature of the training given the personnel of UDTs is that officers and men are trained together as a unit. Although officers direct and lead their men, they assist physically in all phases of the operations. Also, they go through the same physical drills and long conditioning swims. A close relationship is thus established between officers and men.

The very nature of their work, however, demands strict discipline. Personnel of the UDTs never have been found wanting in their response. In action they faced heavy enemy gunfire and suffered severe casualties, yet they never failed to swim in to the beaches to clear the way for following assault waves. Terrific casualties were suffered by demolition teams at Omaha Beach, Normandy, where 41 per cent of the men were knocked out of action in the first half-hour. The teams stayed on the job. In spite of the loss of demolition equipment and "swim buddies," they blew six complete gaps through the bands of cleverly-constructed German obstacles.

Following basic training, men are assigned to teams for regular duty and are embarked on APDs for training afloat. This period generally is of the nature of an amphibious force operation, conducted under combat conditions. During their first taste of this type of operation, the newly-finned frog men swim in alongside veteran team members.

Men then are screened for aptitude and are sent to fleet and amphibious schools for specialized training in mine and bomb disposal, diving and salvage diving, photo interpretation, cartography, electronics, amphibious intelligence, photography, naval gunfire support and such other courses as will develop the special skills required of them in amphibious warfare.

Each UDT is a commissioned unit. It is self-sustaining in that it conducts its own supply, medical, communications and other administrative and operational functions in a manner similar to that of a naval vessel. Essentially, however, it is a combat team, highly trained to carry out specific missions of a pre-assault or assault nature. This makes its responsibilities necessarily great in wartime. Thorough training and careful screening has made it possible for personnel of all ranks to execute all assignments.

As early as the Revolutionary War, this nation showed promise and ingenuity in conducting audacious aquatic attacks by small submersible units. Our infant Navy attacked formidable British men-o-war in our harbors with underwater torpedoes. In more recent years, foreign nations have developed equipment and methods of attack by such means as swimmers, human torpedoes, limpeteers and midget submarines.

Considerable attention has been given by the U. S. Navy to a study of the methods used by these foreign nations in underwater attack, and the lessons learned are being evaluated for our own use.

During the days of early amphibious operations in World War II, the need was seen for an organization capable of detecting and removing obstacles—natural and manmade—from assault beaches prior to H-hour. As a result, the U. S. Navy's first underwater demolition team was organized.

Volunteers for duty with that first group were called on 6 May 1943. It was composed of Seabees from the NCB Training Center, Camp Peary, Va., who were chosen because of their knowledge of blasting with commercial explosives. While this small group was taking part in the invasion of Sicily, a formal training base was being established at the Amphibious Base, Ft. Pierce, Fla.

The first curriculum for the school at Ft. Pierce combined rigorous physical training with studies of methods to remove or destroy obstacles of any nature that might be encountered by our troops in assault landings on an enemy-held beach. As the war progressed, the lessons learned by the UDTs in action were translated into improvement and augmentation of the training being given new teams. Early operational procedures called for a team of one officer and five men to operate from a rubber boat at night, transporting explosives to the beach and placing them with time fuses to destroy obstacles. Later, due primarily to a lack of extensive obstacle construction by the Japanese, demolition work became secondary to reconnaissance and hydrographic duties for UDTs.

This detailed intelligence of landing beaches was of great value to the assault forces. At Iwo Jima, for instance, there were no beach obstacles, but extensive soundings of the beach were required to verify the landing sites for LCTs and LSTs. The teams operating there were given such splendid close-fire support that only one casualty was suffered.

The reconnaissance and hydrographic duties called for UDT men to operate in daylight, swimming to the beach under cover of naval gunfire and air support to obtain vital information regarding enemy dispositions and hydrographic considerations. Since the five-man teams were too small to carry out such missions, they were swelled to 13 officers and 87 men.

In carrying out his reconnaissance, a swimmer would be dropped off a fast-moving landing craft. He would proceed on his own toward the beach. As the frog man approached the

shore, he estimated the depth of the water, height of surf, contour of the bottom, the current, firmness of the beach and the beach exits. He also scanned the shore for pill boxes and gun emplacements. When swimming back from the beach he checked his hydrographic information until picked up by the same boat that had dropped him off. If he had noted any obstacles, mines or reefs, explosives carried in by swimmers were used to destroy them. The charges would be placed, primed and set to detonate after UDT men had cleared the area.

The peacetime work of UDTs has been demonstrated vividly in amphibious exercises staged on both coasts. The underwater teams have amazed high-ranking officers who were unfamiliar with their work. The frog men also have been busy conducting detailed hydrographic surveys of Atlantic, Pacific and Carribbean landing beaches, obtaining information required by amphibious intelligence officers to plan amphibious operations.

A team participated in the Atlantic Fleet tactical exercises in Carribbean waters last winter. Frequently, they swam in company with sharks, barracuda and schools of rainbow-hued tropical fish. One of their thrills was to round the edge of a coral reef and come face to face with one of the denizens of the deep. Usually "permission to proceed on duty assigned" was formally waived by both parties and UDT swimmers lived up to their nickname of "human torpedoes."

Underwater demolition personnel have been made available to BuOrd and BuShips for special tests of demolitions. Shortly after arriving on the East Coast, a team reported to the Naval Powder Factory, Indian Head, Md., to conduct tests of the effects of explosives on underwater sections of ships.

Later, this team traveled to the Antarctic with Operation Highjump. Ice proved no obstacle to the men trained to destroy the most formidable barriers of steel and concrete that can be devised. Questions concerning the effects of frigid water on UDT operations were settled for all time. Clad in special clothing, the frog men pushed aside ice floes and swam for 20 minutes in water 28 degrees Fahrenheit.

Today, the underwater demolition teams are training the finest group of long-distance swimmers in the world. These men are capable of swimming for miles and hours in the roughest of seas. They can conduct their missions in any water conditions, from pole to pole.

With such splendid material to work with, we may see UDTs employed not only as the "beachcombers" of the amphibious forces, but as special combat units, armed and equipped to attack any type of enemy vessel or defense. With their special skills and training, together with new items of equipment stemming from developments in science, they comprise an organization unique in the peacetime Navy, and of extreme value to the amphibious forces.

Perhaps this value can be summed up best in the following words about the achievements of UDTs, spoken by ComCruDiv 4 after the Leyte Operation in World War II:

"The results achieved by these underwater demolition teams are far above anything that anyone, not informed, might imagine. It seems incredible that men in small boats, and men swimming, should be able to close a heavily defended hostile beach in broad daylight to almost the high water mark without receiving such severe damage as to make their operation a failure. That they are able to do so is due not only to the gunfire and plane barrage, but to the skill and intrepidity of these men themselves. When one watches them perform under the gunfire of the enemy, one cannot fail to be impressed by their boundless courage. The nation's future is safe when it is defended by such men as these."



HEAVY SURF poses little problem for UDT men. Swimming and demolition exercises are stressed, but launching rubber boats is important phase of training.

WAY BACK WHEN

Mates Were Sailors With Lots of Duties



The word mate comes from the French word matelot, meaning sailor.

In the days of old a commanding officer would appoint one man as mate of the ship. Although he was a petty officer, he was classed with warrant officers. The commanding officer could revoke the appointment anytime he deemed necessary.

The duties of mates in those days were many and varied, chief of which was the stowing and discharging of cargo. They were also responsible for the cleanliness of the ship, taking care of boats and being mate of the deck.

As time went on boatswains, gunners, machinists and other petty officers became known as mates.

BLACK CATS:



DEATH AFTER DARK was what these black coated PBYs meant to Jap sailors. Primarily for reconnaissance, they did effective wartime job of night bombing.

THE MEN aboard the slow moving Japanese merchant ship sensed something in the air. Their tired eyes strained suspiciously toward the darkened sky, but they could see nothing.

Suddenly, a Jap heard what he thought to be the wind whistling through the struts of a gliding airplane.

He wasn't given much time for thinking, for in the next second a huge black object passed over the ship, the roar of engines pierced the air.

Four seconds later, as the Japanese sailors madly scrambled toward their battle stations, their ship blew up from the devastating effect of a U. S. bomb.

Several miles away, the pilot of a ponderous "Black Cat" grinned jubilantly at the co-pilot and said: "Scratch another Maru."

The scene was repeated time and time again in the far Pacific. Seemingly from out of nowhere would appear bomb and torpedo laden Black Cats — PBYs that rained death and destruction upon enemy forces. Performing a variety of assignments, Black Cat squadrons carved an important niche in naval aerial warfare.

The evolution of the Black Cats dates back to the early stages of the war in the Philippines and Dutch East Indies. Here, where the enemy frequently attempted to move troops and supplies under the cover of night, the slow speed of the Catalinas became an asset and darkness provided protection for their vulnerability. With a coating of special black paint and equipped with radar, it was obvious that these planes should be dubbed "Black Cats." The Black Cats made reconnaissance a 24-hour-a-day job.

The originators of the Catalina may never have dreamed of the variety of jobs the plane would be called upon to perform. Probably it had never entered into their minds that the huge and clumsy flying boat would be used for dive bombing. Yet, over Kiska in the Aleutians, Black Cat pilots would force their plane to dive on Japanese shipping with incredible success.

Rumbling through the soup-like Aleutian weather, the Black Cats would dive at enemy shipping at the unheard of speed (for PBYs) of 250 knots, shaking and vibrating the plane near the danger point. With no special bombsight installed, the bombs were dropped by the seaman's eye method. Though not always accurate, these diving tactics accounted for many sunk and damaged Japanese ships.

Pulling the plummeting juggernaut out of its dive was something that called for powerful muscles. Pilot and co-pilot would both heave back on the yoke to pull the plane out of its dive. Once recovered from its ordeal, the aerial workhorse's panels would be flapping like a seagull's wings. It still remains a mystery how the PBYs were able to hang together after having been subjected to such terrific punishment.

Not built for aggressive warfare, the Black Cats were unsung heroes of the war, bombing and strafing enemy ships and installations with the same vigor and vitality as our fast flying attack planes. The daring exploits executed by Black Cat pilots were unparalleled.

Attacking Japanese shipping, Black Cat pilots came in at masthead level. They became so adept in this type of bombing that some of the pilots were inclined to be too eager in their work. One pilot returned from a mission with part of the mast from the Japanese ship he had sunk still hanging intact on the Catalina's wing.

This prompted the commanding officer to pen a jovial warning to the pilot, advising against future "ramming of ships by aircraft."

Setting the pace as patrol bombers, the Black Cat Catalinas were employed effectively in making torpedo runs on enemy shipping. At several instances they made successful torpedo runs on Japanese warships, especially up "The Slot" when intercepting "The Tokyo Express."

To the Black Cats go the credit for having carried out the first night-torpedo attack on Japanese shipping. Just before the Battle of Midway, four PBYs were sent out to attack a Japanese force consisting of two columns of large ships, flanked by smaller vessels on all sides. This first night torpedo attack scored another brilliant success for the Cats. Hits were scored on two of the ships, one of which, a troop · transport, later sunk.

The work performed by the twin-engined Black Cat patrol bomber became legendary throughout the world wherever an aviator or person interested in aviation was present. The saga of the famed "Black Cat" squadron, Patrol Squadron 12, and Fleet Air Wing 10 (previously known as PatWing 10) contains an endless amount of heroic deeds performed by these hard working flying boats.

Black Cats will live forever in the annals of American aviation history.

THEY BRING LUCK

WORK horse and backbone of the U. S. Navy patrol bombers, the PBYs, are on the way out of the aviation picture.

Leading Navy patrol plane for the past decade, the ponderous Catalina flying boats are now designated as second line aircraft. With the production and advancements of newer aircraft, it is no longer necessary to maintain a large fleet of PBYs. The pride of the patrol squadrons has fulfilled its mission—it has served its purpose, and served it well.

To term the famous Catalinas as obsolete planes might seem a cruel and unwarranted statement. Former PBY crews are still maintaining that their baby is still "the best damned plane in the Navy." But time and progressive aviation developments show no mercy. The PBYs must step aside and give way for bigger, better and more advanced planes. Sentimentality has no place in aviation.

Called Catalinas by the British, the PBY flying boats later gained fame in the early Solomons fighting as the "Black Cats." No other type of airplane has ever been asked to perform so many diversified duties as did the Catalinas during the war. In addition to being used as a patrol boat, for which it was originally designed, it hauled mail and freight, dive-bombed and launched torpedoes, provided aerial escorts of convoys, rescued downed aviators, maintained antisubmarine sweeps and conducted special searches and "hot-spot" coverages.

Long before the United States entered World War II, the PBYs were conducting a vigilant watch to see that the belligerents did not imperil our neutrality. Especially was a watchful eye kept on Martinique.

As long as the aircraft carrier *Bearn* and pro-Nazi Vichy French units were at the conveniently located Caribbean island, it represented an ever-present danger to our eastern shore defenses and the Panama Canal. Patrols were also conducted down the coast of the Latin Americas. Nazi activities and German operated airlines and airfields in the Latin American countries always were a dangerout threat to the Panama Canal. These patrols may have seemed unimportant at times, but they were of tremendous importance to our national security.

Before the war had been brought home to the American people, Catalinas had already established themselves as combatant aircraft "par excellence."

It was with the British that the Catalinas received their first war experience. They found the huge patrol craft to be of indispensable value when searching for Nazi U-boats and other units of the German fleet.

The Catalinas first made the war headlines when one of them located the German battleship *Bismarck* steering toward the Bay of Biscay on 26 May 1941. Air and surface forces were given the location, and the British got a sweet revenge for the disastrous defeat suffered by HMS *Hood*.

As German U-boat warfare increased in the Atlantic, the Catalinas became our first important antisubmarine weapon, patrolling over shipping lanes, dropping depth charges on the enemy undersea raiders.

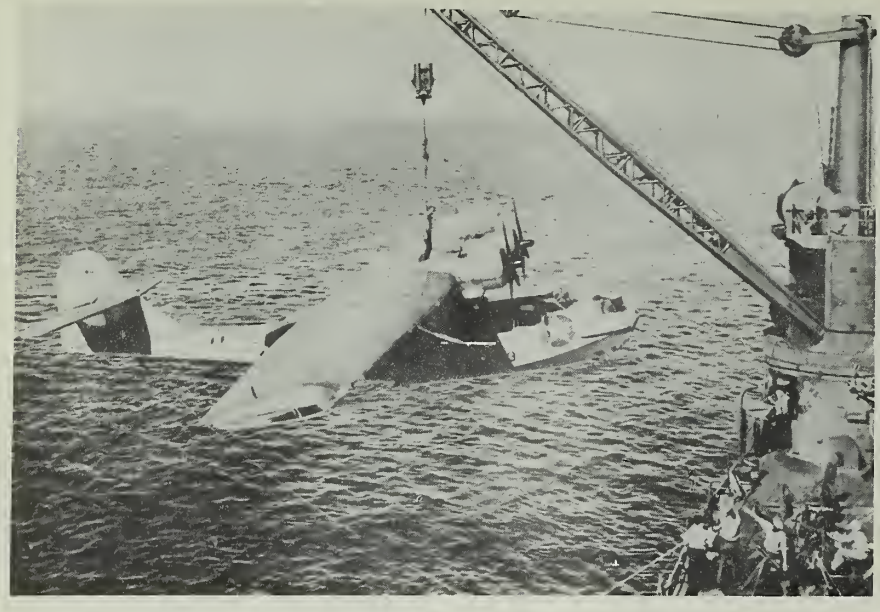
They made daring attacks on U-boats cruising on the surface. Amidst antiaircraft fire they dived in and dropped destructive depth charges upon the Nazis. One PBY found a German submarine in the West Indies loafing along with her crewmen on topside, sunning themselves. Flying at 4,500 feet, the pilot dived down upon the surprised Germans. Level-



ON BEACH in Pacific, big Catalina taxis under palms as men-of-war ride at anchor, dimly silhouetted on horizon.



TO THE RESCUE of rescuers goes whaleboat of U. S. destroyer, as PBY is forced down at sea. During war Cats picked up hundreds of men in distress.





BIG CAT is hoisted aboard seaplane tender by giant crane (left). At right, PBY aircrewman grabs a bite on the job.

ling off at less than 100 feet the plane machine-gunned the sun-bathing sailors and dropped two depth charges that sent the sub down to Davey Jones' locker.

During the African invasion a Catalina intercepted a German Focke-Wulf 200 making an attack on an Allied convoy destined for the African coast. In the ensuing "dog-fight," the PBY proved to be the stronger. Riddled with bullets and trailing smoke, the German plane abandoned the fight in favor of the ponderous Catalina.

When the Catalinas first came to the South Pacific, fighter pilots were inclined to scoff at the comparatively awkward flying boat, and dubbed it "Dumbo, the Flying Elephant." However, this attitude soon disappeared when the "Dumbo" rescue operations proved invaluable in saving the lives of the aviators who had been shot down in the enemy waters.

At first the PBYs were sent on "Dumbo" rescue missions only when pilots would report the approximate location of shipmates known to have been shot down. Later, as the aerial warfare progressed in the South Pacific, PBYs were sent out to circle near the scene of a raid in search of possible downed Allied aviators.

Rescue operations were often conducted under the most hazardous conditions, and it was indeed miraculous that no rescue personnel were lost in such operations. The bravery and esprit de corps of the PBY rescue crews became legendary.

It was often that the Catalinas had gone in under fire from enemy shore batteries to rescue pilots. Fighter escorts were usually provided during such work to keep enemy planes off at a safe distance.

In the Straits of Yucatan during the summer of 1942, a PBY rescued 21 torpedoed merchant seamen, and up at the cold Arctic zone, another PBY landed twice on glacial pools to carry away to safety the stranded crewmen of a Flying Fortress.

One brilliant rescue was performed at Kavieng on 15 Feb 1944. A PBY under fighter cover, had been dispatched to rescue the crew of a B-25 that was down in the water. Arriving over the harbor, the "Dumbo" rescue plane found not only one downed plane, but five. Fighting rough and choppy sea, the PBY pilot made four separate landings before he had effected the safe recovery of the five B-25 crews. With 24 persons aboard, the PBY labored heavily when making the last takeoff in the heavy swell. It was overloaded, but the rescue was performed safely.

It was a PBY, patrolling away from Midway, that spotted and reported the onrushing Japanese task force, planned to attack the island. Had it not been for this alert PBY the battle of Midway might have taken another turn, prolonging the Pacific war.

A PBY plane returning from a patrol run at Dutch Harbor made a discovery that proved to be of tremendous value to our aviators fighting in the Pacific. Sighting a cracked-up plane at Unalaska, the PBY flew closer and identified its discovery as a Jap "Zero" fighter. A salvage party was dispatched to the location, and the "Zero" shipped to the United States, where it was put into flying condition. From tests valuable information was discovered concerning the performance and flying characteristics of the Jap fighter.

On antisubmarine patrol for a task force, a Catalina spotted a torpedo track directly for our large battleship, USS *Pennsylvania*. The PBY warned the ship immediately by radio and cooperated with destroyers in tracking the enemy sub and attacking it. The submarine was believed to have been sunk.

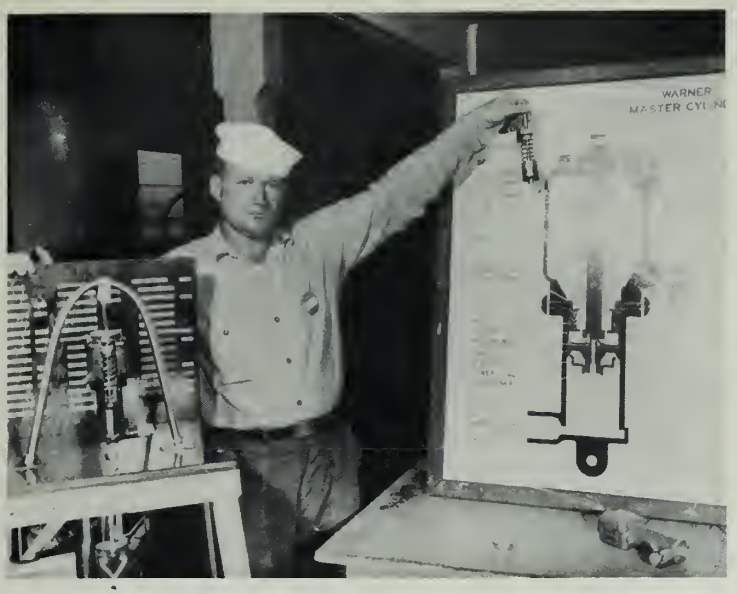
Although scheduled for retirement, there are still about 400 PBY planes in use by the Navy. Scattered throughout aviation activities, these remaining PBYs are being used mainly as station support, for hauling and training purposes.

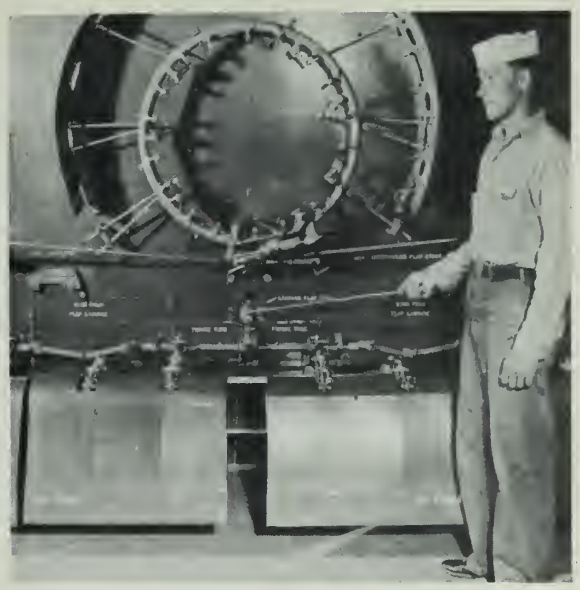
With the Coast Guard the PBYs are still holding their own, being used primarily for air and rescue operations. In this category, the Army Air Forces are maintaining 24 PBYs (here called OA-10), 17 attached to the Air Weather Service, seven employed by the Atlantic Air Transport Command.

The beginning of the end of PBYs dates back to 27 Sept 1945. On that day, at Consolidated aircraft plant in New Orleans, La., the last of these famous patrol bombers—a PBY6A—rolled off the assembly line.

The exploits of the PBYs have been written into the history of aviation's Hall of Fame. Nothing more remains to be said.

Mission has been completed.





NEW RATE will include knowledge of master brake cylinder (left) and installation of landing flap cylinder (right).

TRAINING FOR NEW RATE

AN eight-weeks' course in hydraulic instruction has been established at the advanced aviation metalsmith school, Naval Air Technical Training Center, Memphis, Tenn., for men who will be eligible to become aviation structural mechanics under the new rating structure.

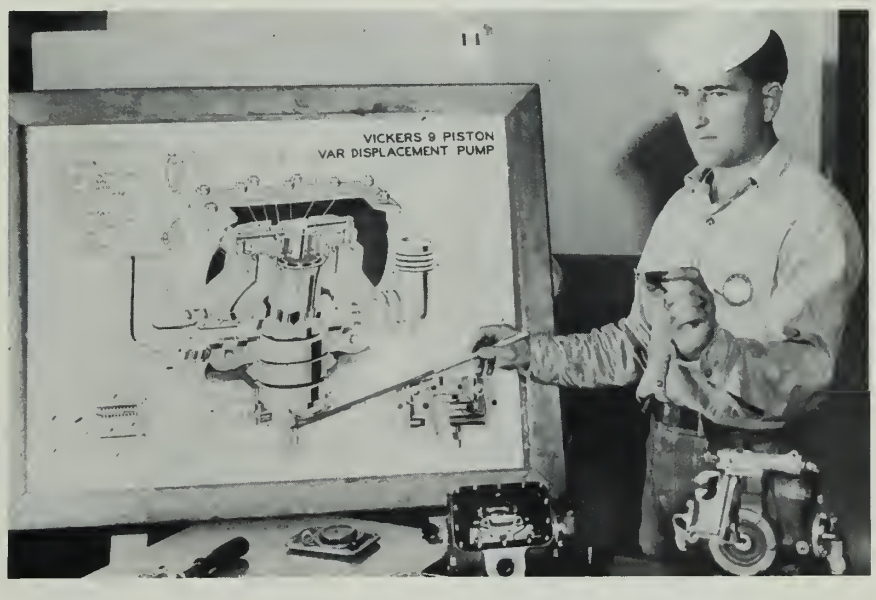
The new rating of aviation structural mechanic (AM), announced in ALL HANDS, March 1947, p. 60, will combine the functions and duties of the present aviation metalsmith (AM), aviation machinist's mate hydraulics (AMMH), and aviation painter (PTRV). It will be necessary for personnel in these rates to acquire the necessary knowledge and skill before transition to the new rating can be made.

Instruction in the course for the first 40 hours includes an introduction to hydraulics and the basic operating principles. The next 200 hours are devoted to a study of the types, location, function and maintenance of units in the hydraulic system. Complete hydraulic systems are studied for 40 hours, followed by 40 hours of trouble shooting and line maintenance.

The new rate of aviation structural mechanic will be composed mostly of present aviation metalsmiths who will be required to know how to service, maintain and overhaul aircraft hydraulic equipment. For aviation metalsmiths who graduated from the advanced aviation metalsmith school before the hydraulics course was added and those who have never attended the school, a special course has been instituted which allows them to take the eight weeks of hydraulics training along with the regular students.

Quotas for the eight-week course are voluntary. This presents an excellent opportunity for COs with a shortage of men trained in hydraulics to obtain them in a relatively short time, as all aviation metalsmiths who are assigned to the course by quotas from BuPers are, upon completing the course, immediately returned to the units from which they came.

Commanding officers may request a quota from BuPers for men to attend the aircraft hydraulics maintenance course.



LEARN by doing is stressed throughout course which will enable aviation personnel to change rates. Instructor points out coupling on chart as he disassembles pump.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **RECREATION** funds will be administered more easily and effectively as a result of supplemental regulations which have been issued to commands by BuPers.

The regulations, which supplement SecNav directives governing Navy and MarCorps recreation funds, have been disseminated as an enclosure to BuPers Circ. Ltr. 152-47 (NDB, 15 August).

"Recreation Funds" supersede and replace non-appropriated funds previously known as "Welfare Funds, Non-Appropriated," and Commanding Officers "Ships' Store Profits" fund. The supplemental regulations are intended to insure adequate and proper administration of recreation funds, and to:

• Encourage and promote through careful planning, an expansion and development of recreation facilities and recreational programs within the Navy up to a point of acceptable and adequate standards.

• Control the utilization, accumulation, distribution and administration of all recreation funds. From time to time it may be necessary to effect direct transfer between various recreation funds of amounts in excess of per capita limitations that may be established, or to levy general assessment on funds.

• Assist in the establishment and maintenance of command recreation funds under appropriate administrative commanders, and by such decentralization provide a ready means of promptly executing the administrative functions in connection with recreation of personnel within these commands.

• Assist ships, stations and independent activities of the Navy in establishing and maintaining local recreation funds. The welfare and recreation needs of dependent units, such as staff personnel afloat or organization units attached to ships or bases, shall be provided for from funds of the ship or station on which they are based. The personnel count of these dependent units shall be included in computing the number of personnel on board, or authorized personnel allowances as prescribed in the new instructions. When such dependent units are separated from the base for a long period of time to operate as independent units, they are authorized to maintain recreation funds.

The circular letter also lists the commands authorized to establish command recreation funds, and gives the form for monthly financial statement of ship or station (local) recreation fund.

Change of Address Cards No Longer Sent to FRO

Alnav 180-47 provides for the discontinuance of sending change of address cards and copies of personnel diaries to the Fleet Records Office in San Francisco, which was disestablished on 1 Sept 1947.

All ships and stations will continue to send their first copy of the daily personnel diaries to the various personnel accounting machine installations in accordance with current instructions.

• **SURPLUS** war material worth $61,300,000 has been donated by the U. S. Navy to educational institutions throughout the country in the past three years.

During the same period, almost 20,000 schools, colleges and universities have benefitted from this program.

Included among the varied items were boats, tools, machinery, boat equipment and obsolete aircraft. All of these articles are to be used in vocational training courses.

During the three-month period ending 30 June 1947, $20,300,359 worth of material was donated. This was higher than for any other corresponding period since the program began.

The Navy, in collaboration with the U. S. Office of Education, has for the past year been seeking donable property, and approving applications for surplus equipment from educational institutions.

Maintaining field reresentatives throughout the country, the Office of Education has been in touch constantly with major naval activities. In turn the Navy withholds the donable property until the Office of Education certifies the application from the eligible claimant. Under these conditions all institutions can share equally and fairly in the distribution of these items.

• **POSSIBLE REVISION** of the present retirement pay system is the study being undertaken by a subcommittee of the Joint Service Pay committee.

One of the main points under consideration is a possible change in the present system regarding the advantages of receiving direct contributions from personnel into the retirement fund.

"Since the present system is nonparticipating, certain aspects may be considered defective as compared with a participating plan," Vice Admiral W. M. Fechteler, USN, senior member of the pay committee, said.

In retirement funds for other governmental bodies—such as civil service, foreign service and Congressional employees—contributions are made directly into the fund by deduction from payrolls.

"The fact that service personnel do not contribute a definite percentage of their pay toward retirement has permitted widely varying estimates as to the value of the existing retirement rights. This in turn has been a factor in the reluctance of higher authority to support efforts looking to upward pay revisions in recent years," Vice Admiral Fechteler said.

Because service retirement privileges have always figured in considerations of pay schedules, every

Guam Wants Navy Rule Until Rehabilitated

A joint resolution that naval government be continued "until such time as Guam and her people are fully rehabilitated and the economy of the island is fully recovered" from the effects of the war was voted by the Congress of Guam.

The resolution was unanimously adopted by a joint session of both legislative bodies in the Guamanian government. Rear Admiral Charles A. Pownall, USN, ComMarianas, was asked by the Congress to forward the resolution to President Truman and other governmental departments and agencies in the United States.

4,675 Men Ship Over As Recruiting Gains

The Navy recruiting program is making favorable headway.

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel, announced more young men are taking the opportunity to enlist in the Navy. During August, 11,746 men enlisted or re-enlisted. Of these, 4,675 re-enlisted.

Stating the 11,746 men represent 77.4 per cent of the average monthly input required for the year, Rear Admiral Sprague expressed satisfaction in the way young Americans are swelling the ranks of the Navy.

individual contributes in effect, but only a part of the total ever receive retirement benefits. Those who are not retired, either through resignation or death, forfeit their intangible contributions.

Another disadvantage to the present system is that it has no survivor benefits. An individual may have, in effect, contributed through a lowered active duty pay schedule throughout his active career, but if he dies shortly after his retirement, his survivors receive no benefits thereafter.

Regarding the Naval Reserve, personnel serving on active duty for relatively short periods as compared to the career serviceman are denied such provisions for old age as are available to their civilian counterparts in industry through Social Security, Vice Admiral Fechteler pointed out.

He explained that all studies of the problem have two basic safeguards: Any participating plan must be accompanied by an increase in pay at least sufficient to offset the contributions; and the equity which each individual now in the service has in retired pay under existing law must be preserved.

• **FLAG RANK** orders for last month were as follows:

Vice Admiral Edward L. Cochrane, USN, was detached as Chief of Material Division, Office of AstSecNav, on terminal leave to be retired on 1 Nov.

Vice Admiral George F. Hussey, USN, was detached as Chief of Bureau of Ordnance and ordered to Naval Hospital, Bethesda, Md., for treatment.

Rear Admiral Alfred E. Montgomery, USN, was detached as Commander, First Task Fleet, and reported as Com 17, Kodiak, Alaska.

Rear Admiral Carleton H. Wright, USN, was ordered as Deputy U. S. high commissioner of the trust territory of the Pacific Islands with additional duty as Deputy ComMarianas.

Rear Admiral Ernest L. Gunther, USN, transferred from Naval Hospital, Chelsea, Mass., to Naval Hospital, Oakland, Calif., for treatment.

Rear Admiral Aaron S. Merrill, USN, was detached as Com 8, and ComGulfSeaFron and ordered home to await action of the naval retiring board.

Rear Admiral Osborne B. Hardison, USN, was detached as ComCarDiv 5, and ordered to duty in Op27, Naval Operations.

Rear Admiral Arthur C. Miles, USN, reported as Chief of Material Division, Office of AstSecNav.

Rear Admiral Laurence F. Reifsnider, USN, reported as Com 8, New Orleans, La.

Rear Admiral Ingolf N. Kiland, USN, was detached as Commander, Training Command, Pacific, and reported to Naval Operations for duty.

Rear Admiral Albert G. Noble, USN, detached as Assistant Chief of Naval Operations (Material) and reported as Chief of Bureau of Ordnance.

Rear Admiral George R. Henderson, USN, was detached as CO, Naval Operating Base, Bermuda, and ordered to duty as chief of staff and aide to ComNavEastLant.

Rear Admiral John E. Gingrich, USN, detached as Assistant Chief of Naval Operations (Reserves) and reported for duty with Atomic Energy Commission.

Rear Admiral Austin K. Doyle, USN, detached as Deputy Naval Inspector General, Navy Department, for duty as CO, Naval Operating Base, Bermuda.

Rear Admiral Ernest E. Herrmann, USN, detached as chief of logistic plans, Op40, Naval Operations, for duty as ComCruDiv 3.

Commodore Humbert W. Ziroli, USN, ordered to Naval Operations for temporary duty.

Commodore James E. Boak, USN, detached from temporary duty at Com 4, ordered home to await retirement on 1 November.

• **SINCE** the first of the year, a total of 10,000 enlisted men have received instruction ranging from one drill or classroom period up to several days at the Fleet Training Center on Guam, Marianas Islands.

Courses offered on Guam include fire fighting, gunnery, submarine warfare and phone and radio operation.

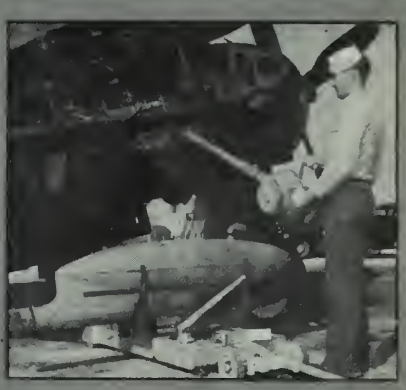
QUIZ AWEIGH

Pictures test your memory. What is your Naval IQ on this Quiz. Check your answers to see where you stand.

6—Real slick
5—Pretty sharp
4—Fairly dull
3—Charlie McCarthy
2—Mortimer Snerd



1. Like a cigar with hole in the middle it's (a) Skylark (b) Skystreak (c) Skyrocket.
2. It has done better than (a) 650 (b) 700 (c) 750 miles per hour.



3. This man is operating (a) crank for engine (b) gas pump (c) portable winch.
4. The strange object is (a) auxiliary gas tank (b) new rocket (c) smoke tank.



5. This is (a) fleet tug (b) gunboat (c) liberty ship.
6. You will find it (a) patrolling (b) shoving ships around (c) hauling cargo.

ANSWERS ON PAGE 61

NAVY GROWS



MASCOT of the naval plantation on Trinidad is Sweeney (above), a proud donkey. Enlisted man (below) bears a hand during harvest of grapefruit crop.



CONVENTIONAL horseplay after a sailor's wedding in the States might be improved upon with a tip about the donkeyplay at Trinidad, British West Indies.

Outrivalling in importance the old custom of carrying the bride across the threshold, newly married couples at the naval operating base there are carried to their home in the "Sweeney Thunderbolt."

Sweeney is a beer-drinking, paper-eating, lop-eared, shaggy-coated donkey, the proud and plodding mascot of the U. S. Naval plantation on Trinidad.

Teamed to an open wagon, Sweeney clomps down the streets with the blushing newlyweds and passersby recognize it as a familiar, oft-repeated performance.

The donkey is a favorite for more reason than one, particularly after the day he ate all the regulations off the plantation bulletin board.

Sweeney's playmate is a mule named Barbee but the donkey's popularity with the personnel of the plantation and the naval operating base has never been seriously challenged.

The two are employed in the maintenance of the Trinidad naval plantation, use of which was obtained in a 99-year lease from Great Britain in part exchange for 50 destroyers sent to England before the United States entered the last war.

Consisting of approximately 5,000 acres, the plantation furnishes fresh farm products and citrus fruits to armed forces personnel in the area. At present there are about 500 acres of the plantation under various stages of cultivation. The Navy assumed control over the plantation from a contractor in 1943.

A former Naval Reserve lieutenant as manager, two enlisted men and 50 local native employees—Chinese, Negroes and Indians—run the plantation and production lasts the year around. During the rainy season, the grass must be continually cut to prevent smothering the fruit plants; and during the dry season, from January to May, the vegetables are raised by irrigation.

In addition to vegetables of many varieties, the plantation produces poultry and eggs, copra, coffee and many kinds of fruit.

Ships of the fleet and Army personnel benefit from the plantation as well as the naval operating base.

ITS FOOD

Locally known as paw paw, the papaya bears large fruit the size of watermelons on the naval plantation. Tonca beans, found in flower pods on the plantation, are used in tobacco, perfume and as a substitute for vanilla.

Plantation life has its hazards for the personnel working it, and boa constrictors are a fairly common snake on the reservation. Bushmasters, fer-de-lances and coral snakes inhabit the island of Trinidad but are infrequently seen on the naval plantation.

In 1870 the mongoose was imported to the island to kill off the snakes but, with a tremendous increase in their numbers, the mongoose is now considered one of the worst pests. Plantation poultry are never safe from the swift, slashing attack of the rodent-like animal.

At times, workers in the fields are afflicted with an agonizing itch. A vine known as "cow-itch" emits into the air a dust-like particle which, landing on bare skin, causes an itch similar to poison ivy.

Part of the plantation area has become a wild life preserve and some of the animals have increased to such an extent as to become nuisances. The deer, for instance, are chased out of the vegetable garden and away from their favorite food of cucumbers and green pepper plants almost nightly.

The Navy closed down its only other plantation last summer, having found it unprofitable. Located at Sabana Seca, Puerto Rico, the farm consisted of less than 50 acres under active cultivation.

Battling constantly against hindrances of plant diseases, bugs and poor weather—which was either too hot and dry or else too wet—plantation personnel nevertheless succeeded in raising several fine vegetable crops.

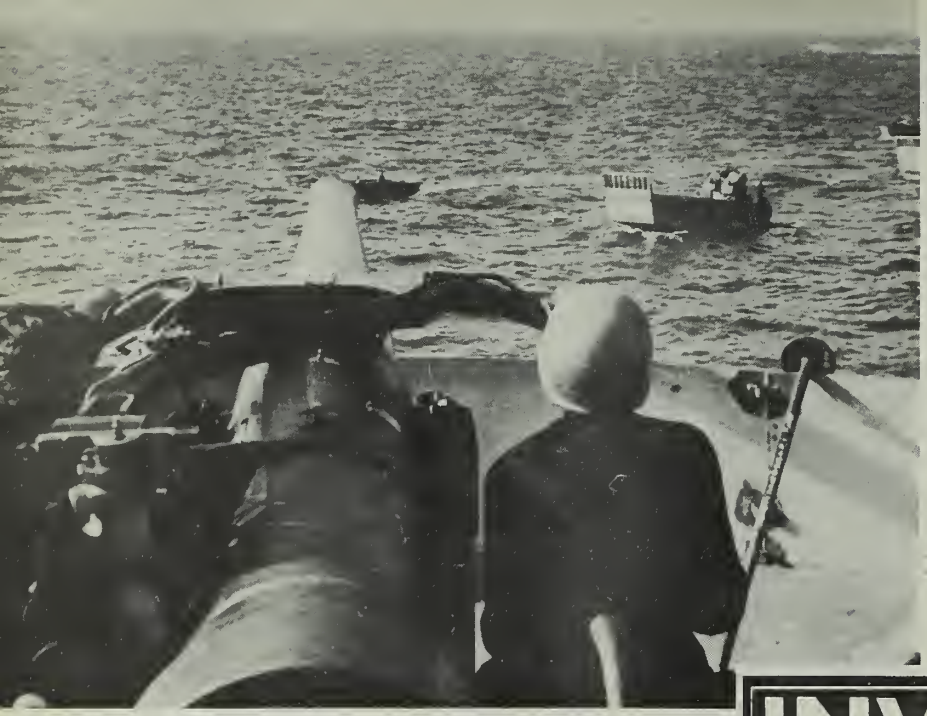
However, the farm was still operating in the red after two years of production and was disestablished this summer after shipping most of its poultry and farm equipment to the Trinidad plantation, which showed a modest profit during the past two fiscal years.

Profit, however, is not the aim of the naval plantations. So long as the Navy can break even, it feels happy about being able to furnish to its personnel fresh fruits and vegetables and the precious commodity of fresh eggs —at prices 60 per cent lower than they might be bought in local markets.



NATIVE workers (above) collect grapefruit for shipment to service personnel. The bananas (below), another plantation product, are ready for the harvest.







WATCHFUL eyes of U. S. Navy gunners guard landing operations at Fedhala harbor (above) during invasion.

INVASION OF

HOPE CAME to a broken world five years ago when U. S. Navy landing craft, loaded to the gunwales with khaki-clothed GIs, navigated through dark unknown waters toward the rocky beaches in French North Africa.

D-Day for Operation Torch was Sunday, 8 Nov 1942. The greatest concentration of ships at that time—850 of them—comprised the armada which carried British and American forces to beaches of French Morocco and Algeria. The mission was to gain a foothold from which attacks could be launched to fight Hitler and his beerhall friends.

The U. S. Navy sent landing crafts ashore at three different points in French Morocco. One group took troops ashore at Safi, 140 miles south of Casablanca, another at Fedhala, 15 miles north of Casablanca. The third group landed troops on the beaches at Medhia, 18 miles north of Rabat.

H-hour for the landing at Fedhala was scheduled for 0400 on 8 November, but not until between 0515-0525 did the first wave of 25 boat-loads of troops from the transports USS *Leonard Wood, Thomas Jefferson, Charles Carroll* and *Joseph T. Dickman* hit the beach. Covering the transports and their troops were destroyers USS *Wilkes, Swanson, Ludlow* and *Murphy*.

The French were caught completely off guard and did not begin effective resistance until 50 minutes after the first wave of troops had landed ashore. So confused were the French that they did not know whether they were fighting Germans, British or Americans.

American landing forces had been given orders that under no circumstances were they to fire the first shot. These orders may have sounded strange to the men who went ashore, but there was reason for caution.

Almost a year before the United States officially entered World War II, President Franklin D. Roosevelt had initiated diplomatic pressure on the Vichy government headed by Marshal Petain, in order to prevent Germans from occupying North Africa. Prior to the invasion, American diplomats and Maj. Gen. Mark Clark, USA, had secretly been negotiating with anti-Vichy French North African military officials for cooperation when Anglo-American troops would wade ashore.

What to expect was uncertain. However, in the event the French should take steps to oppose our forces, we were ready to shoot fast and plentifully. A code word had been devised in the event our landings should be opposed. The signal was good all-American game parlance — "Play Ball."

As soon as daylight broke, French shore batteries on Fedhala and Sherki opened up on our forces. The destroyers *Murphy* and *Ludlow* returned the fire of the Sherki battery, while *Wilkes* and *Swanson* took on Cape Fedhala batteries. The *Murphy,* whose construction had only been completed in July, received a hit in her starboard engine room and had to retire from the fight. Repaired, she returned to duty later in the day. USS *Brooklyn* came in to a range of 10,000 to 12,500 yards, and during

DAMAGE inflicted on French battleship *Jean Bart* temporarily put warship out







NORTH AFRICA

DANGER ahead, landing craft speed shoreward (above, left). Salvo from beach misses U. S. cruiser (right).

a bombardment which lasted 85 minutes poured 757 rounds of 6-inch shells into the Sherki batteries before its defenders surrendered.

The batteries at Cape Fedhala gave our ships of Task Force 34 under the command of Rear Admiral H. Kent Hewitt, USN, and troops ashore, led by Maj. Gen. George S. Patton, Jr., USA, considerable trouble. However, after having taken a steady pounding

of action at Casablanca. The fire of U. S. ships damaged sheds and piers.



from destroyers *Swanson, Wilkes, Edison* and *Bristol*, enemy ground resistance at Fedhala surrendered to forward moving soldiers.

The ensuing naval battle of Casablanca was a slam-bang affair in bar room brawl style.

The French battleship, *Jean Bart*, not yet ready for sea, and the Point El Hank shore batteries in Casablanca opened up with their big guns on the battleship USS *Massachusetts*, cruisers *Wichita, Phoenix* and *Tuscaloosa*.

The first salvo from El Hank straddled the *Massachusetts* while shells from *Jean Bart* fell about 600 yards ahead of her starboard bow. "Big Mamie," who had run up her commissioning pennant about six months before, lost no time in returning the greeting. Together with *Tuscaloosa*, the *Massachusetts* concentrated her fire on *Jean Bart*.

"Big Mamie" made five hits on her French opponent; one shell exploded in an empty magazine; another wrecked the after control station, making a large hole below the waterline. Two shells failed to meet sufficient resistance to detonate an armor-piercing shell, and the fifth ricocheted off the barbette into the city.

The impact of the shell hitting the barbette jammed the turret in train, silencing *Jean Bart*'s main battery for two days. Thus, Casablanca's primary defense weapon was put out of action in 16 minutes.

Tuscaloosa concentrated her fire upon submarine berthings in Casablanca, while the *Wichita*'s bombardment temporarily silenced batteries at El Hank. They possibly sank three French submarines, *Oréade, La Psyché*, and *Amphitrite*, and scored several hits upon merchant ships in Casablanca harbor.

Pleas of President Roosevelt, and Lt. Gen. Dwight D. Eisenhower, USA, Commander-in-Chief Allied Forces, for French cooperation with Allied landing forces were broadcast to the French populace, but apparently failed to strike home. Although the French were fighting a losing battle, the naval commander at Casablanca, Vice Admiral F. C. Michelier, ordered destroyers under his command to engage our ships.

Leaving Casablanca, the French destroyers began to shell our landing craft near Fedhala, and took under fire our destroyers *Wilkes* and *Ludlow*. When exchanging blows with the French destroyer *Milan*, the *Ludlow* received a hit which put her out of action for three hours. A salvo from *Ludlow* started a fire aboard the Frenchman.

Four more American ships—*Augusta, Brooklyn, Wilkes* and *Swanson*—steamed across the Frenchmen's path to join the scrap. Setting up a heavy smoke screen the French de-



SUPPLIES go over the side into barges to support U. S. landing operation on the coast of French Morocco.

stroyers made evasive turns to avoid our planes and ship. However, instead of running away from the battle they made sharp turns and charged against our ships.

A 10 minute slam-bang fight developed but American fire power was too great, and the French headed back toward Casablanca. On the way in they were attacked by our planes, but the French destroyers fought back gallantly. They scored two hits on *Massachusetts* and threw a dud into *Brooklyn*. *Milan,* hit at the waterline, was beached, while the destroyer *Fougueux* was sunk by three salvos from "Big Mamie."

A French light cruiser *Primauguet,* which had entered the fight to help her fellow destroyers, was taken under fire by the cruisers *Augusta* and *Brooklyn*. She took terrific beating, and returned defeated to port. *Massachusetts* gave the works to the destroyer *Boulonnais* which promptly rolled over and sank.

In the afternoon, *Tuscaloosa, Wichita* and the destroyer *Rhind* closed in to engage what remained of the Casablanca defenders. After a 10-minute fight the remaining French ships were silenced, and the U. S. Navy emerged as winner of the Casablanca naval battle.

Admiral Michelier was still reluctant to surrender, contradicting the surrender orders of Admiral Darlan for all French North African territory, but when nine dive bombers from USS *Ranger* on 10 November dropped 1,000-pound bombs on *Jean Bart,* he saw the light and came to terms with the invaders.

The attack against Safi was led by the destroyers *Bernadou* and *Cole,* supported by gunfire from USS *New York, Philadelphia* and destroyer *Mervine*. *Bernadou* and *Cole* made a daring run through unknown waters to disembark troops. For their gallant action they received the Presidental Unit Citation.

USS *Texas,* veteran of World War I, and *Savannah* assisted the landing operations at Mehedia near Port Lyautey where little resistance was encountered. However, after troops had landed, the French fought back stubbornly, and it was not until 48 hours later that the shore batteries near Oued Sebou River were silenced by our big naval guns and bombers.

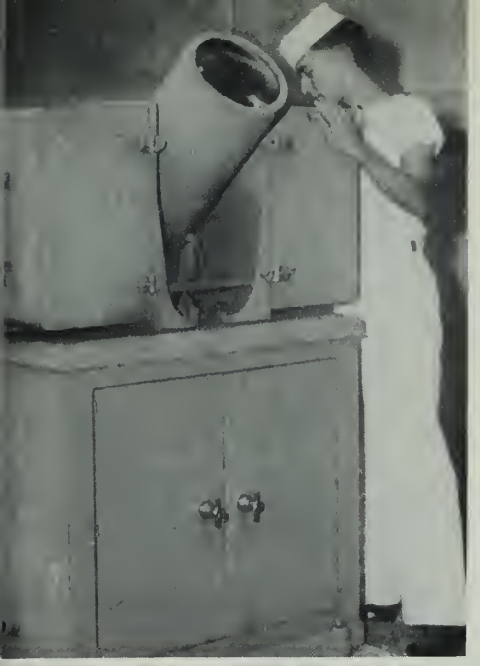
British troops making landings in Oran and Algiers had few difficulties in subduing their opponents, and on 11 Nov 1942 an armistice was signed. All resistance from French forces ceased, and insofar as the immediate participation of United States naval forces was concerned, the African operation ended.

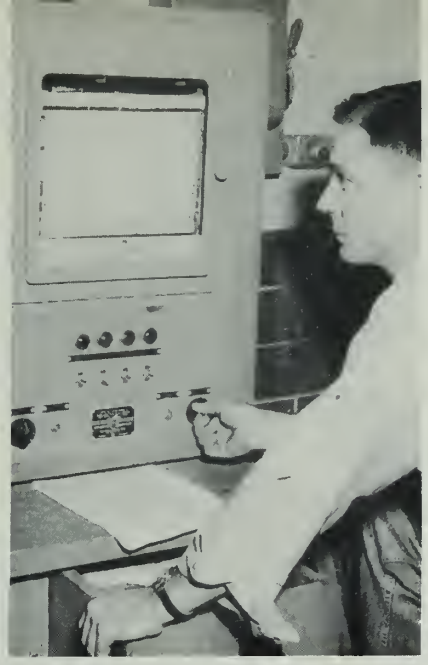
The springboard from which to pounce upon Hitler's "Festung Europa" had been firmly established. The Navy should be greatly proud of its achievement, because had it failed to come through—had it failed to bring the armada of 850 ships, troops and equipment safely across the submarine-infested Atlantic ocean—had it failed, the world-suffering under Hitler's heel might have been greatly prolonged.





FRIENDSHIP between U. S. and French sailors ripened quickly. Extent of damage to *Jean Bart* is shown in closeup (right).







CLOUD DATA is obtained by the Navy with these remarkable new devices. Beam of light transmitted by projector (right) is reflected from cloud and picked up by detector (left). Data received by chart recorder (center) gives height of cloud.

NAVY'S CLOUD CHECKERS

THE NAVY isn't going to wait "Till the Clouds Roll By."

New gadgets, photoelectric ceilometers by name, are being installed at 42 naval aviation stations throughout the world to automatically measure and record the height of cloud ceilings over the airports.

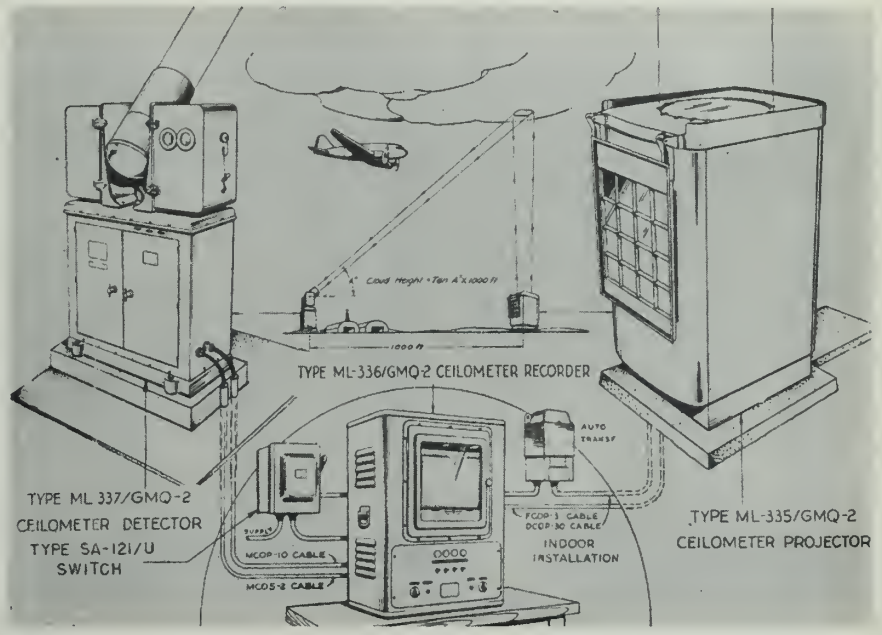
Of vital concern to the pilot of a plane about to land at an airfield, accurate cloud ceiling data will be provided and recorded both day and night by the equipment. It accurately measures cloud ceilings up to 10,000 feet and transmits the results to an electric chart recording machine in the airport office. This eliminates the necessity of taking sight readings at the apparatus.

Triangulation is the method used in obtaining the height of a cloud ceiling.

The photoelectric ceilometer throws a modulated beam of light from a 25-million candlepower projector vertically to the base of the cloud. The beam is then reflected from the cloud base to a photoelectric detector, which is located at a known distance from the projector. The resulting data is then transmitted to the airport chart recording machine.

The meteorological services now commonly use ceiling projectors at airports for measurement of cloud ceilings at night only. A beam of light, usually from an incandescent lamp source, creates a spot on the base of the cloud that is easily visible from the ground. The desired data is then obtained with the use of a visual sighting type of instrument.

With the new equipment, however, daytime measurements are obtained by modulating the beam of light to give it an identifying characteristic. It can then be distinguished from the high level of daylight by a special detection means.



SCHEMATIC LAYOUT shows units of new equipment designed to measure and record height of cloud ceilings. Navy is installing devices at 42 air stations.

BOOKS: NEW VOLUMES DEVOTED TO VARIETY OF TOPICS

WHEN UNCERTAIN times prevail — as they do today — the answer, or at least a hint, as to the solution can be found in books of history and of study of social problems.

Four such books have passed the BuPers review desk enroute to naval libraries. They touch on such subjects as an admiral's memories, problems of a young republic, victorious leathernecks, and a study of the phenomenon of rumor.

• ***Admiral's Report*** by Fleet Admiral William F. Halsey, Jr., USN, and Lieutenant Commander J. Bryan, III, USNR; Whittlesey House.

This well-publicized book, serialized in the *Saturday Evening Post*, is an outstanding addition to the history of World War II.

Navy men who served under picturesque "Bull" Halsey will find the book a remembrance of Pacific war adventures.

Told here for the first time is the story of Admiral Halsey's life. We learn that most of Halsey's ancestors were seafaring men and adventurers; of the "Bull's" service in destroyers, and how, as a grandfather, he learned to fly an airplane.

And although well known, the story of Halsey's daring strikes against the enemy during the war is still exciting reading.

• ***The Psychology of Rumor*** by Gordon W. Allport and Leo Postman; Henry Holt and Co.

A thorough anti-hysteria book—a scientific investigation of the phenomenon of rumor. It is not escape reading, but neither is it heavy-handed.

Combining a sound, scientific approach with a pleasant, informal style, *The Psychology of Rumor* tells us what makes rumors fly, in what direction they travel, and how they change in shape and size enroute.

On the basis of newspaper accounts, the authors analyze some of the better known wartime rumors—the standard "saboteur" yarn, the "lurking enemy submarine" story and whispering campaigns—and come up with some very interesting conclusions. They describe, for example, the "diving" rumor, which appears in substantially the same form at different periods in history in different countries under certain conditions. They show how a rumor crossed the continent—with stopovers—and returned in radically different form all in the course of two or three hours. Their evaluation of the ubiquitous wartime "rumor clinics" will be of interest to anyone concerned with social problems.

The Psychology of Rumor is good, solid reading; a fine book for uncertain times.

• ***The Marines' War*** by Fletcher Pratt; William Sloane Associates, Inc.

Again the versatile Fletcher Pratt has written another first-rate history book—this time it is the saga of the U. S. Marines in their advance up along the Pacific road to final victory.

The story has been told before, but Fletcher Pratt has written this book for the general reader, and at the most favorable possible moment. The events are still fresh in the minds of the men who made them, and to whom Mr. Pratt has talked. The records and documents of both American and Japanese sources have been studied by the author, and the story he tells is free of censorship.

Steichen Photos and Log To Be Published in Book

A photographic log and narrative entitled *The Blue Ghost* is being published by Harcourt, Brace and Co., in October. Containing 109 official U. S. Navy photographs of combat action, the book expresses the personal war experiences of Captain Edward Steichen, USNR (Ret), former head of the Navy Photographic Institute aboard USS *Lexington*.

Captain Steichen was in charge of all combat photography, and supervised the production of the Navy film, "The Fighting Lady."

Stuff and Things

• ***Silver Nutmeg,*** by Norah Lofts; Doubleday.

The Dutch East Indies is the setting for this 17th Century story of love and violence. The island of Banda and the nutmeg industry are controlled by the Dutch. Plenty of rivalry develops, however, and it doesn't help matters when Evert's beautiful wife falls in love with Christy, an English dealer in black market nutmegs.

• ***The Garretson Chronicle,*** by Gerald Warner Brace; Norton.

Conflict brews in the Garretson family of New England when the third generation wants to tear itself away from elders content with living in the past. It is a contemplative story of love and personal fulfillment.

• ***The Steeper Cliff,*** by David Davidson; Norton.

Lieutenant Andrew Cooper of the AMG has a tough time trying to locate an anti-Nazi journalist. He not only finds his man but also proves to his own satisfaction what he himself would have done as a German under the Third Reich.

• ***Big Ember,*** by Edward Havill; Harper.

The story of Lars and Guri Erickson, their love for the soil and the Indian raid that brought with it death but not discouragement, is a moving pioneer story.

• ***Zotz!*** by Walter Karig; Rinehart.

Life becomes complicated for a staid archeologist when he discovers an ancient formula for destruction without weapons and then tries to dispose of it to the armed forces. A tale in the manner of *Mr. Adam.*

• ***Vespers in Vienna,*** by Bruce Marshall; Houghton, Mifflin.

An amusing yarn of the doings of British military personnel in Vienna, especially Colonel Hooky Nicobars, Audrey Quail and Major Twingo McPhimister. Mr. Marshall pokes fun in a friendly sort of way.

• ***Howe and Hummel,*** by Richard H. Rovere; Farrar, Straus.

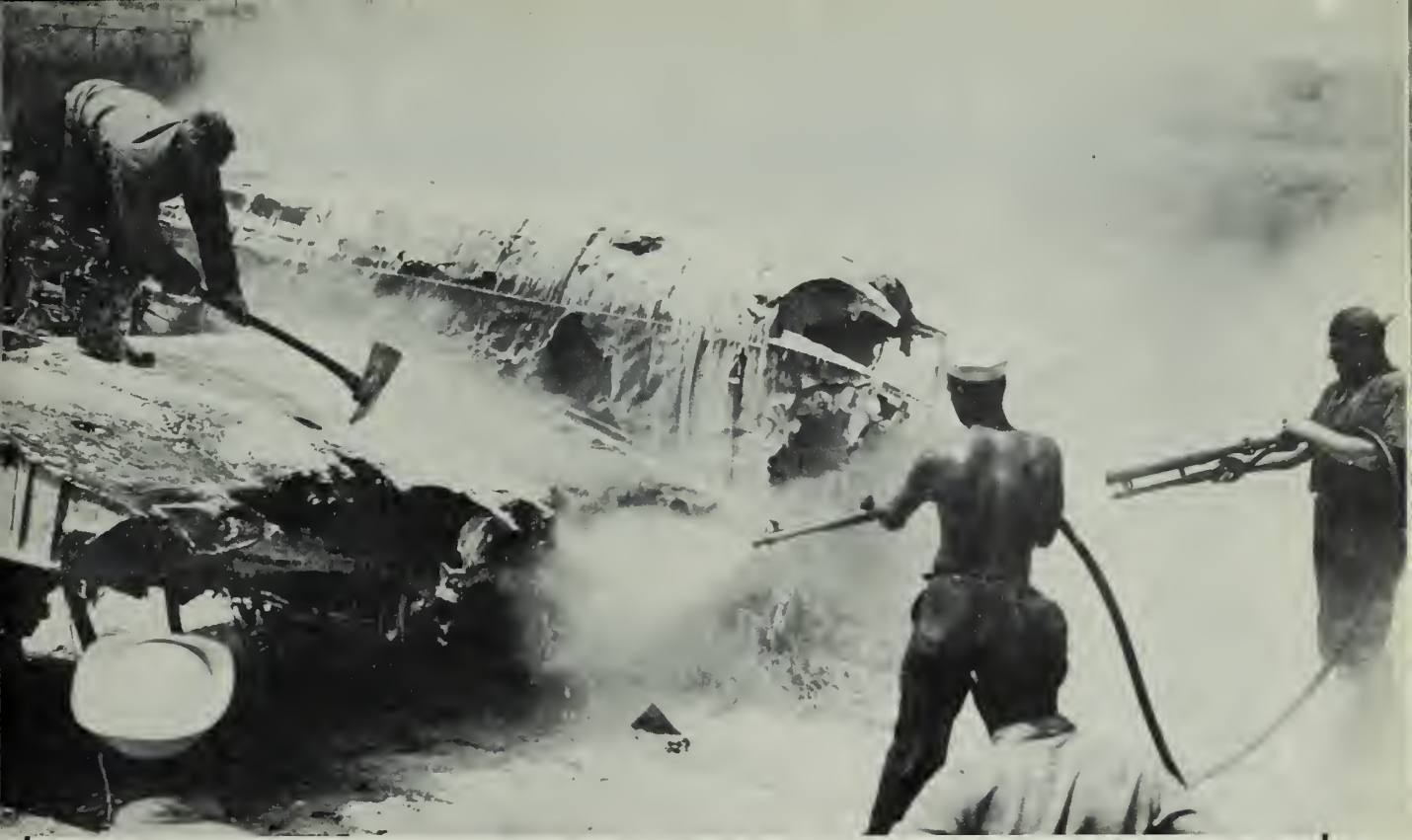
It was back in the late 19th Century that the shyster law firm of Howe and Hummel made scandalous history in New York. This is the inside story of their shady career in crime.

• ***The Neighbors,*** by Virginia Sorensen; Reynal & Hitchcock.

When Call returns from the war, his father moves his large family to a sheep ranch. There is trouble over water rights and other difficulties, but in the end neighbor Roe is reconciled.

• ***House Divided,*** by Ben Ames Williams; Houghton, Mifflin.

The author of *Leave Her to Heaven* and *Strange Woman* has now written an historical novel covering four generations of a large southern family. It is a big book with a realistic rather than a romantic approach.



NAVY SHOWS 'EM HOW

NAVY FIRE FIGHTERS train civilian crews to provide highly skilled fire fighting units for New York's municipal airports. Above: Instructor uses a crash axe to release the gasoline fumes from wing of plane. Below: Crew pushes forward into flames, preparing to rescue the dummy pilot and crew.



LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Computing Longevity

SIR: In ALL HANDS, August 1947, p. 29, you had a letter on computing longevity. I believe your computation is in error. The man enlisted on 30 Sept 1946 and had 2 years, 5 months and 22 days previous service for longevity purposes. It is my contention that the man would have completed 3 years service for longevity purposes on 7 Apr 1947.—D.F.J., CY, USN.

• *You're right. Guess we'll have to quit using that Esquire calendar—we just can't keep our minds on what we're doing.*—ED.

Aviation Insignia

SIR: Articles 3-55, 3-56, 3-57 and 9-15 of the 1947 Uniform Regs say that embroidered aviation insignia shall be on a background to match the color of the uniform. Does this mean that we have to change those we have with black backgrounds immediately? — W.D.D., LCDR, USN.

• *They shall be changed as soon as new insignia, embroidered on the proper background, becomes available.*—ED.

Story of the Pennsy

SIR: During the first World War I served on board USS *Pennsylvania* (BB 38) as an SM3. Will you please give me the following information? (1) Where and when BB 38 was constructed, (2) when commissioned, (3) when decommissioned, and (4) when tested by the atomic bomb at Bikini.—E. P. D., ex-USN.

• *(1) USS Pennsylvania was built by the Newport News Shipbuilding Co., her keel being laid 27 Oct 1913 at Newport News, Va. (2) She was launched 16 Mar 1915 and commissioned 12 June 1916. (3) BB 38 was decommissioned in November 1945. (4) She served as a target vessel for the Able Day atomic bomb test in July 1946.*—ED.

Philippine Defense Ribbon

SIR: Are personnel who served aboard USS *Otus* (ARG 20, ex AS 20) from 29 Mar 1941 to 18 Dec 1942 entitled to wear a star on the Philippine Defense Ribbon?—R. H. C., LCDR, USNR.

• *Personnel are authorized to wear the Philippine Defense Ribbon if they meet requirements set forth in Alnav 64-45 (NDB, Jan-June 1945 cum. ed.). To be eligible they must have (1) participated in any engagement against the enemy on Philippine territory, or in Philippine territory, or in Philippine waters, or in the air over the Philippines or over Philippine waters, during the period from 8 Dec 1941 to 15 June 1942, or (2) been assigned or stationed in Philippine territory or in Philippine waters for not less than 30 days during the period from 8 Dec 1941 to 15 June 1942. Individuals eligible under both (1) and (2) are authorized to wear a bronze star on the ribbon.*

According to BuPers record, USS Otus did participate in an engagement with the enemy in Philippine waters, but did not spend 30 days in Philippine territory within the eligibility dates. Therefore, members of the crew are entitled to only the Philippine Defense Ribbon without star.—ED.

Wearing Ribbons

SIR: Can ribbons be worn by enlisted men on their undress jumpers?—F.O.M., S2, USN.

• *Art. 7-10, Uniform Regs, 1947, prescribes that ribbons shall be worn on the undress white jumper whenever neckerchiefs are worn, but not on the undress blues.*—ED.



USS PENNSYLVANIA—She served as a target for Able Day atom bomb test at Bikini.

Early Discharges

SIR: In Alnav 147-47, the outline for early discharge for the convenience of the government for the purpose of re-enlistment are in cycles of four months, which will help the Navy from a financial standpoint at the expense of the individuals concerned. Why didn't the government make the discharges in cycles of three months, thus allowing enlisted personnel to receive the benefit of that re-enlistment allowance for the last year of duty?—F. W. R., CSK, USN.

• *You've got the wrong slant on this one, chief. The reason for the authorization of early discharges for the purpose of re-enlistment was given in paragraph 1 of Alnav 147. No budgetary measures were considered in the drafting of the above Alnav.*

Then too, the Alnav did not deny the individual the privilege of waiting until the end of his enlistment to sign over.

A new Alnav, 195-47, modifies the one you referred to in allowing early discharges for the purpose of re-enlistment during the third, fourth, fifth or sixth month (not to exceed 6 months nor less than 2 months) prior to the normal date of expiration of enlistment.—ED.

1947 Uniform Regs

SIR: The station to which I am attached received only one copy of the 1947 Uniform Regulations. Is it possible to obtain additional copies? — J.J., LTJG, USN.

• *The supply of the 1947 Uniform Regs was limited by lack of funds. The copies furnished ships and stations should be sufficient for the use of the commanding and executive officers and should be sufficient for ordinary reference purposes. If individuals desire personal copies they may obtain them from the Government Printing Office for 75 cents each.*—ED.

Only Time Served Counts

SIR: Under Public Law 720, 79th Congress, does a minority enlistment of less than four years, and the time between date of actual discharge and the date of expiration of enlistment (when discharged within three months of expiration of enlistment), count as active Federal service for the purpose of transferring to the Fleet Reserve?—S. T., CY, USN.

• *No. In accordance with a decision of the Acting Comptroller General, only the time actually served constitutes active Federal service for transfer to the Fleet Reserve and for pay purposes under the provisions of Public Law 729, except that after completion of 20 years active Federal service a fractional year of 6 months or more shall be considered a full year in computing active Federal service and longevity pay.*—ED.

Telegrapher a Wartime Rating

SIR: I am a T3, USN. (1) Is there any allowance for telegraphers in the regular Navy? (2) Can I be advanced to T2? —F. E. C., T3, USN.

• *(1) No. The telegrapher rating is strictly a wartime rating and the only holdover, other than* USN *men who have been rated erroneously (such as yourself), are Waves. (2) No. However, you may qualify and your CO may recommend a change in rating to RM3 and you may subsequently advance to RM2. If you do not desire this rating, you may qualify for the new ratings of either RM or TE under the new rating structure (see BuPers Circ. Ltr. 40-47;* ALL HANDS, *March 1947, p. 57), dependent upon your individual qualifications. The new rating structure will not become effective until early in 1948.*—ED.

Cap Devices on Mounts

SIR: Articles 9-40 and 9-42 of the 1947 Uniform Regulations provide that CPOs, cooks and stewards shall wear their cap devices on a mount, similar to officers. Is this change to be made immediately?—T.L.S., CAERM, USN.

SIR: Is the mount, which cooks and stewards must use for their cap devices under the new Uniform Regs, the same size as that prescribed for chief cooks and chief stewards? The USN device is much smaller on the former.—F.F.A., ST1, USN.

• *The mount prescribed by the* 1947 *Uniform Regs for CPO's, cooks, and stewards' cap devices shall be worn as soon as they can be procured. All of these mounts shall be the same size, the reason being that when a CK1 or ST1 makes chief, he can use the same mount on his CPO cap.*—ED.

Excess Leave

SIR: BuPers—BuSandA Joint letter of 25 Aug 1947 states that excess leave will be checked for pay and allowances for the number of days excess leave. Does this also count as time lost?—W. D. M., Y3, USN.

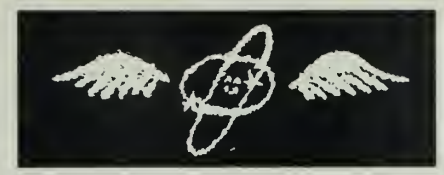
• *No. Only pay and allowances will be checked for excess leave.*—ED.

Collecting Back Pay

SIR: In the June 1947 issue of ALL HANDS, appeared an article concerning the back pay of men who served in the Filipino guerrilla forces during the war. I am now in the U. S. Navy, but served as a guerrilla in the Philippines Islands in 1944 and 1945.

Is there any way I can claim pay for those services even if I am now in the Navy?—F.F.M., STM1, USN.

• *All pertinent information regarding your military service, both Navy and Army (including dates of enlistment, discharge, rate held, etc.) should be submitted in an inquiry to: The Commanding General, Philippine-Ryukyu Command (Attn Recovered Personnel Division), APO 707, care of Postmaster, San Francisco, Calif.*—ED.





SPECIALTY marks of AETM (above) and ETM (left) as they appear on new rating badges to be distributed soon. They are first to be changed in new rate structure.

New ETM Badge

SIR: In another Navy magazine we noticed a picture of the new ETM rating badge. We would appreciate any information you can give us on how, or where, we can obtain these designators. —T.H.J., ETM2, USN; and W.H.G., ETM3, USN.

• *Delivery of the new ETM rating badge, one of the few which have been approved, has been started to the Naval Clothing Depot, but distribution to individual ships and stations probably will not be started before the end of the year. Private clothing stores that sell military supplies will probably have them immediately.*—ED.

The Aaron Ward

SIR: I served on board USS *Aaron Ward* (DM 34) for a short time during the war. Could you tell me (1) the number of 5-inch 38 guns she carried, (2) where could I get a picture of her, (3) if there has been a book written about her, and (4) who is eligible to wear the Presidential Unit Citation ribbon which was awarded the ship?—W.H.D., S1, USN.

• *(1) She had six 5-inch 38s. (2) The Navy maintains no system whereby former crew members may obtain pictures of ships. There are, however, several commercial organizations which sell such pictures. (3)* ALL HANDS *has no information on souvenir books other than those which have been reported each month on these pages, in which the Aaron Ward has not been included. (4) Personnel who were serving aboard the Aaron Ward on 3 May 1945 may wear the PUC ribbon with one star*—ED.

Ribbon Authorization

SIR: Has there been a medal or ribbon authorized for the latest antarctic expedition? We have looked up a list of ribbons and found that there have been three ribbons authorized for expeditions into the antarctic, but not for Operation HIGHJUMP. We're not "ribbon happy," but we would like to wear that one, or just have it around.—H. K. H., S1, USN; S. E. H., S1, USN; G. F., S1, USN and E. M., S1, USN.

• *No ribbon or medal has been authorized for Operation* HIGHJUMP.—ED.

Change in Rating

SIR: I was a striker for SM3 for 18 months and attended SM school in 1945. Although it wasn't a Class "A" school, it benefited me greatly in striking for my rate. I failed to make SM3 because the ship I was sent to had a filled complement in that rate. Instead, I was rated Y3. I understand the Navy is still in need of yeomen, but I feel that I would be of more value to the Navy if I held the rating I have a thorough knowledge of, that of SM. Is there any positive way in which I can change my rate from Y3 to SM3?—J.E.A., Y3, USN.

• *You may submit an official request for a change in rating to BuPers via your CO. See BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). However, as a general rule, changes from short rates (Y) to excess rates (SM) do not receive approval.*—ED.

CPOs and Bed Linen

SIR: It seems to have always been the practice to issue bed linen to CPOs throughout the Navy, on ships as well as shore bases. This shore base I'm at now is the first base I've reported for duty where CPOs are supposed to furnish their own bed linen. Is there anything in writing where it states that linen is to be issued to CPOs?—C. L. F., CSK,USN.

• *No. Art.* 7-50, *Uniform Regs, prescribes that CPOs shall furnish two blankets and may possess a pillow and pillow covers if they desire. BuShips furnishes mattress covers. Don't feel too bad though, chief—prior to September* 1945, *all enlisted personnel were required to furnish all of their own bedding, including mattresses.*—ED.

About Destroyers

SIR: (1) What is the hull number of USS *Gearing?* (2) What is the main armament of destroyers of the *Gearing* class? (3) Where is USS *Alvin Chester Cockrell* (DE 366) now? (4) What officer is USS *Roper* (DD 147) named for?—W. A. R., LTJG, USNR.

• (1) USS *Gearing (DD 710). (2) Ships of this class have six 5-inch 38s. (3) Out of commission in the Reserve Fleet at San Diego. (4) LCDR Jesse Mims Roper,* USN, *who lost his life in 1901 in an effort to save the life of one of his crew members. The ship is now APD 20.*—ED.

About Your Letter

ALL HANDS each month prints as many letters as possible—selected because they refer to subjects of widest interest to Navy and Marine Corps personnel.

Many letters are not reproduced because answers to the queries have been provided in past issues of the magazine. Because of the interest and cooperation shown by readers, the Letter section of ALL HANDS has been increased from two to three pages.

Examine back issues of ALL HANDS to determine whether: (1) Your letter has been printed, or (2) a letter concerning the identical inquiry has been published.

When choosing letters to be published, these factors are considered: (1) Does the question have wide general interest? (2) Has it been answered before? (3) Can the answer be obtained at individual ships and stations?

In ALL cases, however, every letter is read and carefully considered.—ED.

Citations and Souvenir Books

SIR: During the war I served on board USS *Bache* (DD 470) and participated in the Iwo Jima and Okinawa campaigns. During these operations we were credited with shooting down seven Jap planes and rescuing 69 men from the sunken LSM (R) 195. We were struck by two Jap suicide planes while on radar picket duty off Okinawa and lost 43 men. What I'd like to know is (1) was USS *Bache* ever awarded a citation for these acts, and (2) where can I get some kind of book or booklet on the history and activities of USS *Bache*? —W.T.O., ex-USNR.

• *(1) BuPers records show that* USS *Bache (DD 470) has never been awarded a unit citation. (2)* ALL HANDS *has no information on souvenir books published by any command, other than those notices which have appeared on these pages since March, 1946. Of the souvenir books listed, there has been none reported for* USS *Bache.*—ED.

Decorations and Awards

SIR: Several of us, ex-primary instructor pilots who have gone to other squadrons, are wondering about the following questions. (1) A man enlisted in V-5 as S2 and served one month as such. He then served 10 months as an aviation cadet and 3 years, 9 months as a commissioned officer. Is he entitled to the Good Conduct Medal? (2) Does patrol time as an aviation cadet entitle a man to wear the American Area ribbon? (3) Are primary instructors who were commended by group letter from the Chief of the Primary Training Command—entitled to the Commendation Ribbon? (4) Are flight instructors who served over six months stateside teaching British cadets, entitled to the British General Service award?—R. M., LT, USN.

• *(1) No. Para. 1, Art. A-1046, BuPers Manual, sets up service requirements for eligibility for the Good Conduct Medal. It states: "Any three years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service." (2) Aviation cadets on active duty in the Navy on regularly assigned patrols may have accumulated 30 days in the American Area, outside CLUSA, and become eligible for the American Area Campaign Medal. Regularly assigned courier flights also were creditable for award of the American Area Campaign Medal, provided such flights were outside CLUSA. (3) No. The Commendation Ribbon may be awarded only by certain authorities. Chief of the Primary Training Command is not a delegated authority. (4) There is no record in BuPers of award of the British General Service Medal to naval flight instructors. Foreign service and campaign medals may not be accepted from foreign governments by naval personnel. A foreign decoration, however, may be accepted and worn on the uniform, if it is individually awarded through official channels in accordance with existing regulations.*—ED.

Gold Hash Marks

SIR: I served as an enlisted man in the Army for seven years and have been in the Navy six years. My record has been very good throughout my entire service. Can I wear gold service stripes and rating badge?—S.J.K., CY, USN.

• *No. Footnote 2, page 9-6, of the 1947 Uniform Regs states that a person must have 12 years' continuous active duty, during which time he shall have received three good conduct medals or maintained a record and the necessary qualification which would entitle him to this award. Continuous active duty is interpreted, in this case, to refer to naval service only, in order that persons entitled to wear gold service stripes and rating badge will have qualified under the same relative conditions.*—ED.

VFW Ribbon on Uniform

SIR: I am member of the VFW and have been wearing the ribbon of the medal which indicates membership in that organization on my uniform. Now I am told that I am wrong in doing so. Will you put me right?—D.E.M., SM1, USN.

• *Article 12-4, Uniform Regulations, 1947, provides that members of certain societies, veteran's organizations, and such, may wear ribbons of the medals of those organizations only when engaged in meetings of the group or in parades or other ceremonies in which they participate as members. At other times they shall not be worn with service ribbons.*—ED.

Submarine Insignia

SIR: I am an enlisted man, qualified to wear the enlisted submarine insignia on my sleeve. I also am entitled to wear the submarine combat insignia. How do I wear them now under the new regulations?—J. A. A., CY, USN.

• *Under the 1947 Uniform Regs, you wear the blue or white silk embroidered submarine insignia on your chest, above the submarine combat pin. If you also rate ribbons, wear the submarine insignia above the ribbons and the submarine combat pin below them.*—ED.

NROTC Program Does It

SIR: No growl—just an idea. If the Navy would allow the fellows that are eligible for education under the GI Bill to take an extended leave to go to school, receiving no pay other than the GI Bill allowances, and then come back into the Navy, the general intelligence would be improved. The Navy would really have a bunch of well-educated and smart hombres and all the guys who are going out just to take advantage of the Bill could stay in. We have at least a dozen men here who are going out just to go to school under the Bill. If this plan was in effect, it would also give an opportunity for enlisted men to become officers when returning to active duty after finishing their schooling.—D.H.O., PHM1, USN.

• *Victor Hugo once said that a fixed idea either ends in madness or heroism. Haven't you heard of the Navy's NROTC program? This allows any enlisted man, if he meets certain qualifications and can make the grade, to obtain four years of schooling in the Naval Reserve Officers Training Corps, at the Navy's expense. Upon graduation from any one of the 52 colleges participating in the program, he may receive a commission in the regular Navy or Marine Corps, and will be required to serve two years on active duty. Who could ask for more? Anyway, under your idea, it is more than likely that the type of education a man would choose would not be of direct benefit to the Navy, while, under the NROTC program, the Navy is assured that, in addition to his own chosen subjects, the man is gaining Navy knowledge. For the latest story on the NROTC program, see* ALL HANDS, *September 1947, p. 17.*—ED.

Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *Mississippi (AG128 ex-BB 41). Covers activities from December, 1941 to December, 1946. Address: Officer in Charge, War Record Book Circulation,* USS *Mississippi (AG128, ex-BB 41), Naval Station, Norfolk, Va. Price, $2.00. Checks should be made payable to the Custodian, Recreation Fund,* USS *Mississippi.*

• USS Shangri-La (*CV* 38). *Covers period from commissioning to atomic bomb test. Address: Commanding Officer,* USS Shangri-La (*CV* 38), *c/o Fleet Post Office, San Francisco. Price,* $3.00.

• USS Pensacola (*CA* 24). *Former crew members who desire copies may address: Commander W. R. Denekas, Room 3050, Navy Department, Washington 25, D. C. Price,* $.25.

• *Bikini Scientific Resurvey cruise book. Address: Dr. R. Dana Russell, Naval Electronics Laboratory, San Diego, Calif. Price,* $3.00.

FLAG DUTY

THE IMPORTANCE of a ship or station yeoman is generally well known.

He's the man who keeps your record squared away, handles your application for advancement and your leave papers and many other personal services which keep him in his office for long hours.

All things considered, he's a pretty important guy—particularly so to other sailors. But you probably don't know much about the yeoman in the flag office. He's important to the whole fleet.

For example, take a look at the enlisted personnel attached to the Commander, Air Forces, Pacific Fleet, for administrative duties. While the group consists largely of yeomen, other personnel such as Supply Corps men perform the same highly vital functions.

In the personnel accounting section, a staff of well trained enlisted personnel keep a daily account of every man assigned to every unit and ship belonging to AirPac.

For example, a man has put in for school but is transferred before his orders come through. He is in the Philippines and his orders arrive at ComAirPac in Pearl Harbor.

In five minutes the accounting section knows where the man is and the orders are on the way because another sailor knows where and how to find him.



SMARTNESS characteristic of flag administrative units is shown at an inspection of the ComAirPac flag personnel by the skipper, Lt. D. C. Hillman, USN.

In every division of ComAirPac, the enlisted personnel are playing their part in the where, when, what and how of the many far flung operations of ships and aircraft under the AirPac flag.

The duties of AirPac flag personnel are clear and definite:

- Administer the enlisted personnel allocated to the staff.
- Process and administer transient and temporary duty personnel.
- Conduct organized athletics and administer the recreation fund for the personnel of the unit.

On 28 Oct 1946 an order was signed by CNO for the establishment of flag administrative units for air type and fleet air commands as commissioned units of the Atlantic and Pacific Fleets. This step made possible the appointment of a commanding officer to be directly in charge of the unit's activities and its personnel.

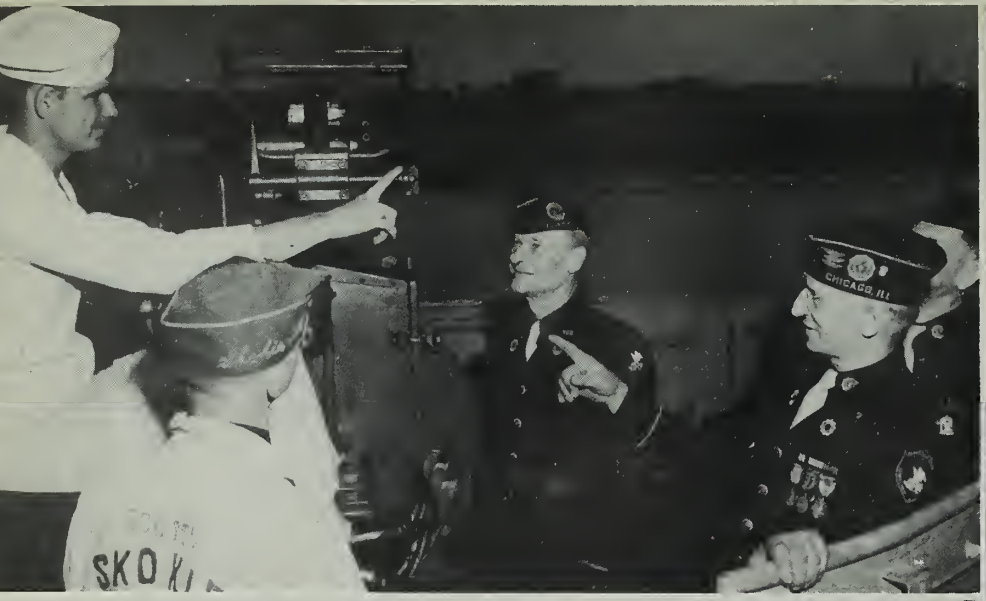
The CO of ComAirPac Flag Administrative Unit is an officer who knows enlisted problems from first hand experience. He is Lieutenant D. C. Hillman, USN, who carries out the intent of the commissioning of the unit—to provide a more personal administration over the men.

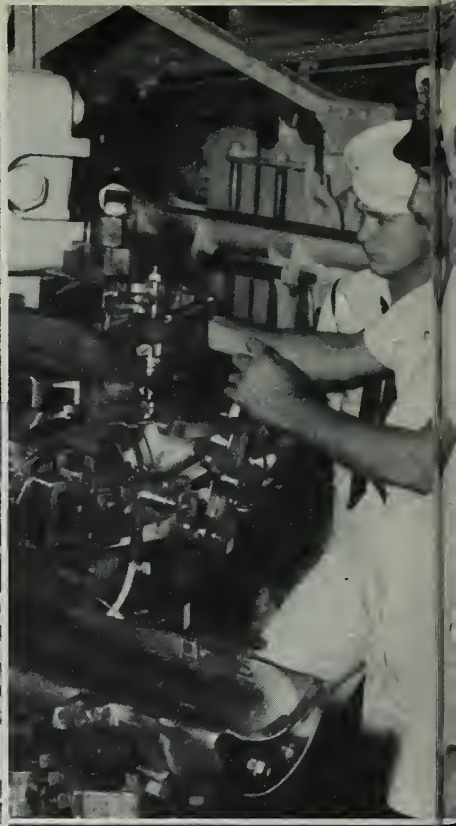
The commissioning and the closer administration cleared up many difficulties experienced previously.

In the words of Vice Admiral J. D. Price, USN, ComAirPac, the commissioning of the unit has "raised morale, increased the opportunities of the men and has given them a feeling of belonging, and by so doing has led to an increase in efficiency and a stronger devotion to duty."



WHOLE FLEET depends upon work of flag yeomen. These men, shown in flag secretary's office, play important role in farflung operations of ComAirPac.







BRITISH petty officer shows six-inch gu
to Americans (above). Upper left: L
to compare present day Navy with
from Pearl Harbor sub base pose at
Lower left: Piped ashore on offici
SecDefense Forrestal; new SecNav
fond possession of *HMS Asher* men,





TODAY'S NAVY



on *HMS Sheffield*, visiting New York, onnaires take time off from convention ay back when. Left center: Oarsmen winning Honolulu's Regatta Day races. departure from Navy Department is llivan sees him off. Below: Rum tub, ses WAVE Lois Asher in San Francisco.



MARINE CORPS ADDS ANOTHER CANDLE TO ITS BIRTHDAY CAKE THIS MONTH

172nd Anniversary

The oldest branch of the armed forces of the United States pauses in its rigorous training to add another candle to its birthday cake this month when the United States Marine Corps marks its 172nd anniversary.

The past year has been a notable one for Uncle Sam's "Sea-Soldiers," as they saw the largest Marine Reserve in history of the corps swell to a total of 54,000 members.

They also saw the reorganization of the Fleet Marine Force, explained by General Alexander A. Vandegrift, USMC, ComMarCorps, as follows: ". . . to provide for the possibility of atomic warfare . . . to give increased flexibility to the striking force."

The Marine Corps of today is training at posts and stations throughout the world, located from the East Coast of the United States to inland China.

British Ships Visit

HMS *Frobisher*, British Navy training ship, has presented a "grog tub" to the U. S. Naval Academy as a token of gratitude for a pleasant week's visit there.

Inscribed with appreciation of the welcome accorded the English sailors, the tub will be placed on display in the Academy's museum.

The "grog tub" is the traditional source of the daily allotment of rum and water dealt out to British sailors.

HMS *Sheffield* arrived at Annapolis, Md., for a six day courtesy visit. During the stay, ship's personnel were guests of the Navy during its football game with Columbia.

HMS *Kenya* and HMS *Sparrow* came into San Francisco for a one week stay with shore leave for all hands.

Round the Horn

Three U. S. submarines visited Valparaiso, Chile, in observance of Chilean Independence Day.

On a South Atlantic training cruise, USS *Diablo*, USS *Cutlass* and USS *Conger* rounded Cape Horn and arrived in Valparaiso for a three-day visit.

This is the second time that U. S. submarines have successfully navigated these treacherous waters noted for sudden severe storms and numerous hidden reefs.

USS *Sea Robin* was the first submarine to accomplish this difficult navigational feat, in June of this year.

Navy Is Host

Various Navy activities were hosts to a group of high ranking Turkish Army, Navy and Air Force officers on a tour of the United States.

Among the distinguished visitors were Gen. Salih Omurtak, chief of the general staff, Turkish Armed Forces; Rear Admiral Necati Ozdeniz, deputy chief of staff, Turkish Navy; and Lt. Gen. Zekib Dogan, commanding general of the Turkish Air Force.

LAST DECEMBER



Fleet Admiral Halsey retired from active duty. Navy revealed Mark 3 Toss Director designed to protect dive - bombers from own blasts. President Truman proclaimed the cessation of hostilities of World War II, 31 December.

DECEMBER 1947

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



HONOR guard of USS *Fresno* (CL 121), anchored in Thames river, Greenwich, England, is inspected by Admiral Conolly, ComEastLantMed, and ship's CO.

Hearty Welcome

Seven U. S. naval ships were given a hearty and enthusiastic welcome by the governor, mayor and citizens of Izmir, Turkey, during a visit to that Mediterranean province.

During the stay in port, hundreds of men from the ships visited the ruins of Ephesus and the Izmir International Fair. In turn, the Turkish citizens crowded aboard the various ships for some sightseeing of their own. It is estimated that upwards of 20,000 people visited the ships during the six-day visit.

Ships that enjoyed the visit were aircraft carrier USS *Leyte*, light cruiser USS *Dayton*, destroyers, USS *Stormes*, USS *Massey*, USS *Owens*, USS *Henley* and destroyer tender USS *Yellowstone*.

Oldest Ship Needs Aid

Oldest ship in the Navy, the frigate *Constellation*, is in need of assistance in fighting the wear and tear of time.

On the 150th anniversary of the *Constellation's* launching, Admiral Raymond A. Spruance, USN, president of the War College at Newport, R. I., made a plea for the preservation of the ship as an historical monument.

Speaking from her battle-scarred deck, Admiral Spruance urged the country's patriotic societies to rally around and raise funds to rebuild the veteran of four wars. Unlike her sister ship, the *Constitution*, the *Constellation* has been very much neglected and has not received the proper upkeep as an historical monument.

With the *Constitution*, whose 150th anniversary was celebrated on 21 Oct, the *Constellation* is resting peacefully at the Navy Yard, Boston, Mass.

A few days following Admiral Spruance's plea, the Rhode Island chapter of the Sons of the Revolution announced a national campaign to raise $2,000,000 for the restoration of the *Constellation*.

Advisory Committee

The Army and Navy Munitions Board has invited 13 representative manufacturers and users of machine tools to become members of a machine tool industry advisory committee.

Committee members who are representatives of the machine tool industry at large will help the munitions board formulate plans for the machine tool industry relative to industrial mobilization planning.

Numerous problems concerning efficient use of machine tools in times of emergency will be studied by this committee.

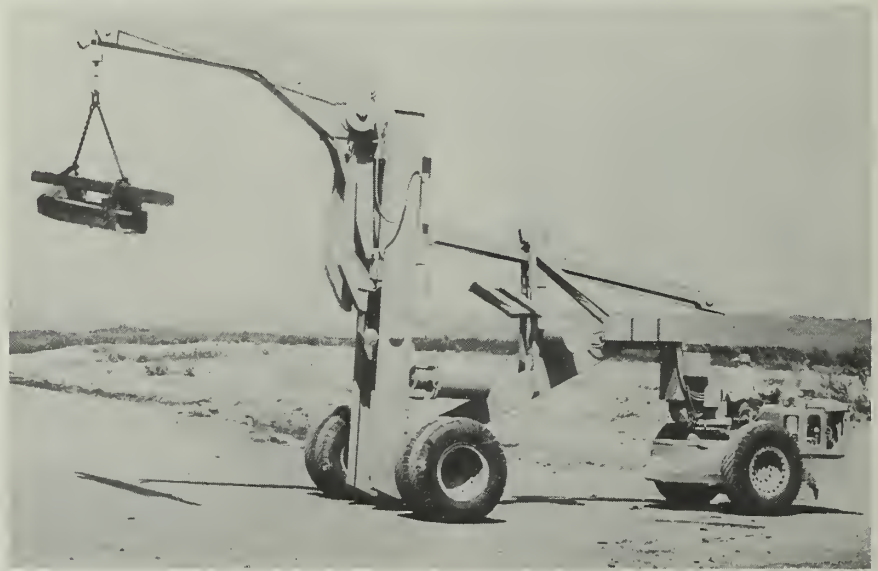
100,000 Feet—UP

One hundred thousand feet is a long way up, but the Navy has hopes of reaching that altitude by means of unmanned balloons which will carry instruments to record unexplored atmospheric phenomena.

The balloons, still in the experimental stage, are being developed in collaboration with the General Mills Aeronautical Research Laboratory at Minneapolis, Minn.

Light in weight and unusually strong, the balloons are plastic and are expected to carry 70 pounds of scientific instruments. Balloons in clusters of three and four will be sent up to carry increased amounts of research equipment. Helium gas will be used.

Flights are planned near Minneapolis and possibly at the Naval Air Station, Lakehurst, N. J.



HUGE CRASH crane with lifting capacity of 12 tons has been placed on carrier Franklin D. Roosevelt for test purposes. The crane is electrically operated.

Rockets from Ships

Navy ships of tomorrow will soon be catching up with the design and potent destructive power created for them by pulp science-fantasy writers.

Not long ago, the world had a look into the future when the U. S. Navy launched a captured German V-2 rocket from the aircraft carrier USS *Midway*. This was the first time in history that a large bombardment rocket had been fired from either a ship or a moving platform.

Although the 45-foot, 14-ton missile exploded after traveling only six miles, Navy officials hailed the experiment as successful. The primary purpose of the experiment was to ascertain if large bombardment rockets could be fired from modern aircraft carriers without requiring modifications that would affect flight operations. The modifications made on the *Midway* for the rocket launching platform had no effect on flight operations.

Previous firing of V-2 rockets have been made by the Army at the White Sands proving grounds in New Mexico. Average distance of vertical flights made by V-2s in New Mexico has been 85 miles, while the established record is 114 miles.

This gives a clear outlook on the position Navy ships will play in future wars. With the present maximum gun range of about 20 miles, Navy ships making shore bombardments are easy targets for long-range shore batteries. However, with the aid of rockets the firing range of ships can easily be increased to almost 200 miles, placing every coastline in the world within easy range of destructive rocket weapons.

Presently the Navy is planning to have two guided missile ships. The battleship *Kentucky* and the battle-cruiser *Hawaii* are being constructed for such purposes. It is anticipated that more V-2 rockets will be fired before such launching platforms will definitely be installed in the *Kentucky* and *Hawaii*.

"This launching," said Rear Admiral D. V. Gallery, USN, Assistant Chief of Naval Operations for Guided Missiles, who witnessed the firing of the V-2 rocket from USS *Midway*, "will mark the beginning of a new era in naval weapons."

Elaborating on the future possibilities of rocket-carrying Navy ships, Vice Admiral Forrest P. Sherman, USN, Deputy Chief of Naval Operations, commented that such ships would lend great support to land military operations by extending the range of ship bombardment many miles inland.

The recently published 1946-47 edition of *"Jane's Fighting Ships"* made the prediction that the main armament of battleships will be guided missiles as a counter to atomic bombs. Its editorial said, ". . . from official utterances, it would seem that the United States Navy looks to guided missiles of exceptional accuracy and range to counter attacks by aircraft carrying atom bombs."



TEMPORARY structure on USS *Macon* is the helicopter platform which may replace the catapult for airplanes, if present experiments prove successful.

18 YMSs Get Names, Now Auxiliary Minesweepers

Formerly designated only by numbers, 18 YMSs have been given names and reclassified:

The vessels and their names are as follows: YMS 45 changed to USS *Barbet* (AMS 41); YMS 109 to *Brambling* (AMS 42); YMS 113 to *Brant* (AMS 43); YMS 114 to *Courian* (AMS 44); YMS 120 to *Crossbill* (AMS 45); YMS 136 to *Egret* (AMS 46); YMS 193 to *Fulmar* (AMS 47); YMS 268 to *Lapwing* (AMS 48); YMS 271 to *Lorikeet* (AMS 49); YMS 290 to *Nightingale* (AMS 50); YMS 291 to *Reedbird* (AMS 51); YMS 299 to *Rhea* (AMS 52); YMS 311 to *Robin* (AMS 53); YMS 327 to *Ruff* (AMS 54); YMS 402 to *Seagull* (AMS 55); YMS 444 to *Turkey* (AMS 56); YMS 294 to *Redpoll* (AMS 57), and YMS 425 to *Ciskin* (AMS 58).

Well Guarded Train

The special document-laden Freedom Train will be guarded on its year-long, 33,100-mile exhibition tour by a special detachment of 27 members of the Marine Corps and one chief pharmacist's mate.

Starting from Philadelphia, the train is bent on a citizenship-raising mission, and will carry 100 documents tracing the nation's history from the discovery of America to the formation of the United Nations.

Sponsored by the Office of the U. S. Attorney General, the trip will be financed and directed by the American Heritage Foundation, a non-profit, non-partisan organization representing business, labor, religious, education and community groups.

Among the documents the train will carry through 300 communities in the 48 states are the Bill of Rights, Lincoln's Emancipation Proclamation and Jefferson's rough draft of the Declaration of Independence.

From Barracks to Church

Eighteen members of the Bikini Scientific Resurvey group and various Navy officials joined 225 Marshallese natives in the dedication of a newly constructed church on Carlos Island, Kwajalein atoll.

Most of the wood for the construction of the church came from the remnants of a Japanese barracks building on the island, which served as a receiving station for Japanese personnel during their occupation.



CONSTANT companion to blind Navy wife is Cindy, four-year-old seeing eye dog owned by Mrs. Peggy Briggs, now under treatment at a naval hospital.

Top Administrators

Announcement was made of several Presidential appointments to top administrative posts under Secretary James Forrestal in the new national defense organization.

Sidney W. Souers, Rear Admiral, USNR (Inactive), former director of the Central Intelligence Agency, was appointed executive secretary of the National Security Council, which helps the President coordinate national, military and foreign policies. The council is composed of the President, Secretary of State, Secretary of Defense, Secretaries of Navy, Army and Air Force and chairman of the Resources Board.

Rear Admiral Roscoe Hillenkoetter, USN, director of the Central Intelligence Agency before the unification, takes the same post under the new national defense organization.

Other appointments filled other top positions. Maj. Gen. William H. Draper, USA (Ret) was named Undersecretary of War while serving as economic adviser to occupation forces in Germany.

Maj. Gen. Alfred M. Gruenther, USA, was appointed director of the joint staff of the Joint Chiefs of Staff, a group of not more than 100 officers who will perform tasks directly under the operating heads of the Navy, Army and Air Force.

Arthur H. Hill, chairman of the board of a large business organization, was named chairman of the National Security Resources Board, made up of officials of various Government departments and agencies for planning the utilization of national wartime facilities.

The appointee to the chairmanship of the Munitions Board was Thomas J. Hargrave, president of a large photographic supplies manufacturing concern, who will preside over a group of representatives of the components of the armed forces in coordinating military industrial procurement and planning.

NATS Pioneer

Among the members of the Naval Air Transport Service's VR-7 to reenlist was a pioneer of the organization, William H. Brown, AMM1, USN.

Brown was one of the original 72 enlisted men in NATS, being assigned to it early in 1942. He has served with NATS since then, having had duty with VR-1, VR-10 and VR-6 before his VR-7 assignment.

For his next service, Brown has chosen the Atlantic Wing, where he hopes to be detailed to the engineering department of VR-1.

Navy's Phantoms

We have read about Phantoms in the comic books, and now we have a whole squadron of Phantoms in the Navy.

Navy Phantoms are jet planes, designated FD-1, comprising the first squadron of jet planes formed for service on an aircraft carrier.

Formed at NAS, Quonset Point, R. I., Squadron VF-17A is under the command of Commander Ralph A. Fuoss, USN. Combat-experienced pilots ordered to duty with VF-17A will be the nucleus for future jet fighter squadrons.

The first jet plane flights from a carrier were made from USS *Franklin D. Roosevelt* off the Virginia Capes in 1946. Since then their development has been rapid.

The FD-1 jet planes, manufactured by McDonnel Aircraft Corp., St. Louis, Mo., are powered with two Westinghouse turbo-jet engines. The famous Skystreak jet plane which recently set a world speed record of 650.6 mph should not be confused with the Phantoms.



GOING UNDER is Army PBY which crash-landed at St. George Island, Alaska. Nine airmen were saved from an icy death by the crew of USS *Achenar*.

Faster Than Sound?

Probing the sonic barrier is the Navy test aircraft the D-558, or Skystreak. The plane has completed more than a score of successful test flights at Muroc Dry Lake, Calif.

Knowledge of what happens to aircraft as they approach the speed of sound — the so-called transonic region — is what the Navy is seeking. Research in which the D-558 is the guinea pig will give aircraft designers information they need to build tomorrow's combat airplanes.

The Navy reports the tests are progressing rapidly and smoothly, and that no serious bugs have shown up in the Skystreak as yet.

When the Skystreak whooshes into the air at Muroc, the researchers aren't so much interested in the miles-per-hour the ship attains. They measure extreme speeds in terms of the speed of sound. And sound, as you know, varies in speed according to the medium in which it travels. In air, the speed of sound varies according to temperature and pressure. Thus the speed of sound is less at higher altitudes and relatively greater at lower altitudes.

The researchers are interested in the speed of the Skystreak relative to the speed of sound, and they measure this in terms of a "Mach number."

For a given series of tests of the D-558, a Mach number is chosen. In all tests so far, this Mach number has been less than the speed of sound. The aircraft goes up to an altitude of nearly six miles, and there the test pilot gives her the gun. The power is increased until the desired Mach number is reached. Then the plane is put through test maneuvers calculated to reveal impending buffeting or loss of control or stability, all serious problems of high-speed flight.

The test program continues at successively lower altitudes. At each altitude, the desired Mach number is reached and the plane is tested. As the altitude decreases, the airplane must fly faster and faster to reach the same Mach number. At the lowest test altitudes, actual speed of the plane is about 50 miles-per-hour faster than that required for the same Mach number at the highest test altitude.

As one test phase is completed, a higher Mach number is chosen for succeeding tests, and the Skystreak slowly approaches the speed of sound.

The Navy says one of three things will happen to halt the Skystreak's progress. Shock waves will form and reform with such suddenness that violent buffeting will result; control surfaces will lose their effectiveness and make the plane unmanageable at high speed, or the maximum power available in the big TG-180 jet engine will become insufficient to push the plane faster against the rapidly rising "drag" created by aircraft at high speeds.

The Skystreak already has flown at speeds where performance data is incomplete, adding to the store of information aeronautical engineers must have to build planes of the future.

The D-558 may never pierce the sonic barrier — but she'll point the way.



TAKING the air is the Navy's transonic research plane, loaded with more than 500 pounds of instruments to record flight data during its performance.

Fancy Fancywork

A former Marine, wounded at Iwo Jima, again had the situation well in hand at the Oklahoma State Fair in Tulsa.

In competition with woman experts from all over the state, former leatherneck Lyle Grigg came out on top with his exhibit of fine needle and loom handiwork.

His entries of a sofa pillow, bedspread and loomed throw rugs earned him three first prizes, while a luncheon set, more rugs and hot dish pads won him three second awards.

Landing with the first wave of Marines at Iwo Jima, Grigg was wounded in the head and was virtually helpless for almost two years.

Navy medical rehabilitation experts taught him the use of his hands and also the art of hand loom and fine needle craft.

Princeton Gets Painting

The aircraft carrier USS *Princeton* has received a copy of an original painting of the "Battle of Princeton."

Presented to Vice Admiral James L. Kauffman, USN, Com 4, by the Historical Society of Pennsylvania, the painting was flown to Bremerton, Wash., where the *Princeton* was docked. It arrived in time to be mounted and displayed for the Navy Day celebration.

No Time for Play

The plebes at the Naval Academy had no time for play while their elder midshipmen were away during the hot summer months.

Instead they went through a rigorous training period which saw the young plebes sweltering on the drill field, pondering hard-knotted problems in the classroom, flying over the Severn in aviation class, combatting each other on the athletic field, and performing every conceivable duty within the brigade.

As if all that wasn't enough for a proper initiation to the rugged Academy life, the newcomers weren't permitted to escort young ladies during the summer months. Their time was fully devoted to military training.

What did they have to say about this?

A poll was conducted among the 840 plebes to determine their reaction.

The answer may be considered startling. It was overwhelmingly favorable.

NAVY HAS AN EYE TO WEATHER AND FUTURE

With a goal of 1,200 Naval Reserve officers and 8,000 enlisted personnel ready for quick mobilization, the Navy is currently backing a program providing employment of qualified meteorologists in various industries.

The American Meteorological Society has appointed a Committee on Industrial, Business and Agricultural Meteorology — otherwise known as CIBAM—to interest several hundred American industrial concerns in employing consultant and company meteorologists to reduce losses through the use of specialized operational weather information.

Captain Howard T. Orville,. USN, head of naval aerology, is chairman of CIBAM. Other members are United States Weather Bureau, Army and civilian meteorological experts.

The program is a boon to the armed forces, to businesses, and to many hundreds of former service personnel, qualified as competent meteorologists during the war but employed since their discharge in fields far different from meteorology.

After VJ-Day the Navy released more than 1,200 qualified aerologists to civilian life. A small number found employment in the United States Weather Bureau and with civilian airlines. The Navy estimates there are between 800 and 1,000 Naval Reserve aerologists who would like to get back to their wartime specialties.

CIBAM seeks to acquaint business, industry and agriculture with the many practical applications of meteorology to their daily operational problems.

Upon receipt of an inquiry, CIBAM will designate an aerologist to conduct a survey for the company over a period of time sufficient to become thoroughly familiar with the operational problems of the company.

Upon completion of the survey—which may take from six to 18 months —a report will be submitted to the company recommending the personnel, weather facilities and types of reports necessary.

When the company approves the report, CIBAM will then recommend competent personnel qualified to serve as staff or consultant meteorologists.

Several hundred industries could profitably employ a meteorology staff to cut down huge losses attributable to unfavorable weather conditions.

The feasibility of the program is illustrated in the many uses industry is making of meteorology at present. A large oil company, drilling five miles off the coast of Texas, employs three former Navy lieutenants to make weather and sea forecasts. Employing large barges, the company can ill afford a sudden storm or even a heavy fog. The meteorologists are saving the oil company an inestimable sum of money from bad weather losses.

A climatologist from the University of Maryland measures the effect of weather and climate on the growth of farm products for a large frozen foods manufacturer. He knows when the produce will ripen and pickers will be ready for the job.

In Boston, a former Navy lieutenant has hired an all-Navy staff to maintain a 24-hour weather watch, making weather estimates on a contract basis for a large airlines company, tobacco concern, an advertising outfit which employs former Navy blimps, for department store executives who want to know on what fine days to plan an advertising campaign, and for other businesses.



NAVAL TRAINING will benefit industries taking advantage of Navy-backed plan for employment of meteorologists.

Long Footsteps

Following in the footsteps of his famous brother, Donald Basilone, 17, has enlisted in the Marine Corps.

His brother, Sgt. John Basilone, won the Congressional Medal of Honor in the defense of Henderson Field, Guadalcanal, in 1942. In winning the nation's highest award, Sgt. Basilone machine-gunned 38 Japanese to death. Upon the conclusion of this battle, Sgt. Basilone was ordered back to the U. S. to help the Treasury Department in connection with the Third War Loan drive. Again volunteering for active duty, Basilone was killed the first day in the bloody beach fighting at Iwo Jima in 1945.

The younger Basilone has been ordered to Parris Island, S. C., for his boot training.

Good Off-Duty Duty

Life at a receiving station isn't all musters and general details — and here's proof of it.

The receiving station at Pearl Harbor recently purchased a fully equipped sailing yacht for recreation of the enlisted men. Complete with 2,200 square feet of sail area and a 54-foot mainmast, the 60-foot vessel was built in New Zealand of kauri, teak and mahogany.

Cruises, with the exception of one compulsory training cruise each week, consist of recreational trips and inter-island and ocean races. These sailings offer experience in seamanship, including the handling of small boats under oars and sails. Both pulling and sailing dingies are carried by the yacht.

Riggs Heads Reserves

The new Assistant CNO for Reserves and Director of the Naval Reserve is Rear Admiral Ralph S. Riggs, USN, who left his duty with the General Board to take up his new post.

He succeeds Rear Admiral John Gingrich, USN, who was assigned to duty with the Atomic Energy Commission.



Rear Admiral Riggs

During World War II, Rear Admiral Riggs commanded DesDiv 2, DesRon 14, USS *South Dakota* and CruDiv 12. Before reporting for duty with the General Board, he was commandant of the U. S. Naval Base in Philadelphia and ComCruDiv 14.



OUTSTANDING in the swimming and diving meet were (left to right) R. Grabisch, S1; Lt. J. Higgins; and R. Gielow, Camp Lejeune, N. C. Each won two events.

All-Navy Swimming

Navy and Marine Corps swimming stars—each a champion in his own right—smashed eleven records in the highly successful debut of the All-Navy Swimming and Diving Championships.

Bleachers at the mammoth indoor pool at Naval Air Station, Jacksonville, Fla., were packed by 7,500 cheering fans, who saw four Florida state AAU records and seven pool marks shattered in the three day show.

The outstanding performances of the meet were turned in by Ralph Grabisch, S1, USN, of the San Diego Naval Training Center, who snatched the 200-meter freestyle event from the highly favored Jacksonville entrant, Johnny Higgins, and then went on to set a new pool standard of 1:02.4 in the 100-meter freestyle race.

Although no team trophy was awarded, the West Coast outfit and the squad from the 7th, 8th and 9th naval districts led the field with 53 points each.

Other results are as follows:

- 1500-meter freestyle—R. M. Gielow (Camp Lejeune). Time—22:49.2 (Fla. state AAU record).
- 200-meter freestyle—R. Grabisch (USNTC San Diego). Time—2:25.7.
- 3-meter springboard dive — L. Stauffer (USC, Los Angeles). Points—177.66.
- 300-meter medley relay—Hawaiian Islands team (R. J. Tribble, G. McKinzie, H. L. Mize). Time — 3:43.5 (Pool and Florida State AAU record).
- 400-meter freestyle—J. H. Higgins (Pensacola Preflight). Time — 5:20.4 (pool record).
- 100-meter backstroke—R. J. Tribble (Honolulu). Time— 1:10.1 (pool record).
- 200-meter breaststroke — T. A. Schaure (Great Lakes). Time— 2:59.4.
- 800-meter freestyle relay — Commands 11-12-13 (Mahan, Ingles, Miller, Grabisch). Time—10:17.7 (pool and Florida State AAU record).
- 800-meter freestyle—R. M. Gielow. Time—11:39.7.
- 100-meter freestyle—R. Grabisch. Time—1:02.4 (pool record).
- 300-meter individual medley—J. H. Higgins. Time — 4:22.5 (Pool and Florida State AAU record).

All-Navy Football

Picturesque Balboa Stadium, San Diego's mammoth bowl which was the scene of the All-Navy boxing finals, will once again swing wide its doors for an All-Navy sports show.

This time, however, the boxing ring will be replaced by the white chalk marks of a football field, for it will house the battle to determine the top team in naval football.

The two finest grid combines in the Navy and Marine Corps don their war paint and feathers on 20 December for a classic that promises to be one of the best in the land.

Through district and area conferences, the outstanding squads have been powering their way into the limelight, and will soon be fighting in the eliminations for a berth in the big show.

BatCruPac Track Meet

The big Pacific Fleet sports program got off to a roaring start at Terminal Island, San Pedro, Calif., with the BatCruPac track and field meet.

Approximately 3,500 men from the ships of the unit swarmed the stands, while over 300 of their shipmates competed on the field which was prepared by personnel from different ships and the base.

A one-quarter-mile track, sprint lanes, jumping pits, etc., were the scene of competition, and while they viewed the proceedings from the sidelines, spectators munched hamburgers and hot dogs and drank soda pop, beer and milk.

The BatCruPac title went to cindermen from USS *Columbus* (CA 74), who massed a total of 59 points, 15 tallies better than the second place USS *Iowa* (BB 61) could do.

Third place went to USS *Springfield* (CL 66), with a 37-point total. The other teams finished in the following order: USS *Astoria* (CL 90), 32½; USS *Duluth* (CL 87), 17; USS *Topeka* (CL 67), 16; USS *Atlanta*, (CL 104), 16; Staff ComBatCruPac, 15½; USS *Los Angeles* (CA 135), 10½; USS *Curtiss* (AV 4), 10; USS *Bronx* (APA 236), 5 and USS *Pasadena* (CL 65), 5.

Hot Hoopsters

Piling up an impressive record of 18 wins in 22 starts, the basketball squad of USS *Antietam* (CV-36) is top-dog in the areas the carrier has visited, and is looking for more challengers.

Although the Flyers were not organized for play in the 12th Naval District last year, they plan to enter a strong outfit in west coast league play come the 1947-48 season, with sights set on the All-Navy crown.

BATTLESHIP NEW MEXICO ON AUCTION BLOCK

The 29-year-old USS *New Mexico*, second of four old battleships the Navy will sell to United States citizens, has reached the auction block.

Displacing 30,000 tons, the vessel was stripped in Boston naval shipyard and scheduled for sale by the U. S. Navy vessel disposal office in New York.

Only citizens of the United States are eligible to buy the vessel. The buyer must guarantee scrapping the battleship, although some of the machinery may be maintained intact.

Transaction of the first battleship, (USS *Oklahoma*) sold by the Navy was completed on 5 December 1946, but the vessel sank on 17 May 1947 while tugs were towing it from Pearl Harbor.

The Navy will sell two more battleships—USS *Idaho* and USS *Wyoming*—after they are stripped in the Norfolk Navy yard.

USS *Sangamon* (CVE 26), sold in mid-October, was the last of 49 baby flattops the Navy had planned to dispose of through sale. Of the 49 already sold, 18 were scrapped and 30 were converted to cargo ships.



CONGRATULATIONS given hurler Joe Perry after brilliant job in All-Navy softball tourney by CAPT S. J. Michaels of Alameda. Manager Ray Franks holds trophy.

All-Navy Softball Tourney

Displaying a brilliant brand of play, the Naval Air Station Hellcats of Alameda, Calif., blasted their way through the NAS Jacksonville, Fla., Flyers to annex the first **All-Navy** softball crown.

It was sensational pitching by Joe Perry, S1, and equally great fielding by the Californians that were responsible for the tourney win.

The visiting Flyers bounced to an early lead, taking the tournament curtain-raiser 6-2. Going into the third inning on the short end of a 1-0 score, the Jaxmen rallied to go ahead 2-1, and then picked up additional counters in the fourth and sixth stanzas.

The second day, Alameda served a warning for all to see, as they backed effective 3-hit shut-out pitching by Perry with 4 runs, to knot up the series at one-all.

Having sharpened their batting eyes with the victory of the day before, the Hellcats put their war-clubs to work in the third game, scoring a resounding 14-1 route. The Alamedans picked up runs almost at will, making the scoreboard jump in nearly every inning.

On the fourth and deciding day, Perry turned in one of the finest twirling performances of the year, shutting out the Jacksonville team 4-0.

Marines Win Tourney

Hail to the All-Navy baseball champions — the **Quantico Marine** Base Devildogs!

Showing the type of fight that makes a champ, the Leatherneck squad cut the championship aspirations of the Bluejackets from San Diego's Naval Training Center thinner than frog's hair by coming back to win three straight games after dropping the series opener.

Fighting back after taking a 15-0 pasting in the first game, the Marines won the second game 5-2, the third 21-4 and then set 6,000-plus final-day fans to cheering wildly with a 5-0 win in the title contest.

Private first class Bucky Loomis, ace pitcher for the new champions, earned himself the plaudits of the entire gallery and the healthy respect of the training center batters, as he turned in two brilliant hurling performances, winning the second and final games.

Loomis, whose baffling drops and curves held the visiting batters in check throughout the two games he worked, notched his 19th and 20th wins for the season in the tournament.

In the few moments his pitching weakened, brilliant playing afield pulled him out of the rough spots.

Young Doug Standley, Pfc., brought the huge audience to its feet two times in the final game, as he made spectacular catches in his right field position to virtually rob the batter of an extra-base blow.

Both times the victim of his miraculous "saves" was lanky Buck Shaw, S2, Bluejacket first baseman. In the fourth inning of the final game, Standley raced to deep right-centerfield and with a twisting leap, hauled from the sky what looked like a definite three-base hit.

In the 7th inning of the same game, the spectacular outfielder scooted over into the same position and made a diving shoe-string catch which ended in a somersault, picking from his shoe-tops a line drive that had all the appearances of a two-bagger.

Power at the plate accounted for the first win for the Bluejackets, as they slapped for safe hits everything a pair of Quantico hurlers offered.

After three scoreless innings, husky Norm Albertson, S1, NTC catcher, tagged the second pitch in the fourth, and when the echo of a well-hit ball



PLAYING coach Capt. R. H. Spuhler receives the All-Navy trophy from Maj. Gen. C. B. Cates for the championship Quantico Marine baseballers.

faded, the pellet was soaring over the left field fence, 320 feet away.

This gave the sailors their start to victory. From then on out, they hit hard and often, with Albertson collecting another four-bagger in the 8th stanza, and Jack Suter, F1, the San Diego right fielder, hitting a grand-slam home run that traveled over 350 feet with the bases loaded in the 7th.

The Quanticoans came back in the second game, with Loomis working smoothly and efficiently. Although they were outhit 8-7, the Marines took advantage of every opportunity on the bases and in the field, and grabbed a decision that knotted the series at one apiece.

In the third game of the three-out-of-five tourney, the Marine contingent climbed into their hitting shoes and assumed the tactics that had been the sole property of the Bluejackets, laying down a barrage of 22 hits for 21 runs.

Behind his teammates' attack, Pete Cherinko, Pfc., limited his opponents to 10 well-scattered hits and 4 runs with his slants from the mound.

The big gun in the rejuvenated Quantico offense was lanky Warrant Officer Pete Larghey, who laced out a triple and a home run to drive 6 runs across home plate.

Suter collected his second home run of the series in the same game to lead the NTC stickers.

The final day saw the top pitchers from each team on the mound for their respective ball clubs.

The cream of the crop would toss 'em across for both teams.

The Marines leaped to the lead in the third inning, scoring one big run. From that point on, they were never headed.

They followed their early advantage with two runs in the fifth canto, and then in the sixth inning, put the clincher on the ball game, series and title by adding two more to their total.

Promptly after the final game, the two ball clubs were called onto the field. Then while the entire audience stood and applauded, the All-Navy championship and runner-up trophies and the individual awards were presented by Maj. Gen. C. B. Cates, USMC, ComGen, Quantico MarBks and Training Schools.

Capt. Raymond H. Spuhler, USMC, player-coach of the Devildogs, accepted the huge championship trophy in behalf of Quantico, and Lieutenant (jg) George C. "Doc" Gamboa, DC, USN, accepted the second place trophy for San Diego.

COLOR, GOOD PLAYING FEATURE TOURNAMENT

The scene was the All-Navy baseball tournament. On the huge, well-trimmed Quantico playing field, the combined Quantico band and Marine drum and bugle corps marched in perfect cadence toward the main grandstand from centerfield.

A shrill blast of the drum major's whistle, and the marching legions smartly maneuvered into a huge N, then came to a halt before the grandstand. The strains of "Anchors Aweigh" brought the audience to its feet.

Scant seconds after the finish of the Navy's great song, the symbolic N melted into uniform ranks of musicians, and was replaced by an M.

By Frank Tuttle, SPXNC3, USN
ALL HANDS Staff Writer

The Marine song floated through the air, and every man in the uniform of Uncle Sam's Soldiers of the Sea straightened to the proud strains of "Semper Fidelis."

Then from the stands marched the Commandant of the U. S. Marine Corps, Gen. Alexander A. Vandegrift, and with him Maj. Gen. C. B. Cates, commanding general of the Quantico Marine Barracks and Training School.

Straight to the front of the assembled musicians they marched, and then, with players from both competing teams flanking the band and drum and bugle corps, led the march to the flag pole in centerfield.

While the band played colors, Gen. Vandegrift raised the Stars and Stripes. The audience remained at attention for the Star Spangled Banner.

An abrupt about-face, the march back to the stands after ceremonies that could be termed none other than impressive and the tournament was under way.

When the San Diegoans arrived in Quantico, their roster carried the names of 24 of the finest ball players on the West Coast, seven of them from other stations in the 11th Naval District.

It would be an understatement to say that they were shaken to learn that the seven augmented players would not be allowed to compete in any of the final games.

Disappointed and downcast, the Bluejackets fought their way to a 15-0 win in the first game, giving a demonstration of the kind of fight and never-say-die spirit exemplified by the All-Navy sports program.

Tournament Hits and Misses—Bob Ramsey, the little guy with the huge amount of pitching savvy that chucked more than his share of strikes across for the training center, has already made a big name for himself in baseball. Back in 1945 when Bob was throwing for his high school in Dallas, Tex., he was chosen for the All-American high school baseball team by "Esquire" magazine. . . . The NTC shortstop and fielding spark-plug, Jack "Red" Hollis, S1, is another lad that looked good to more people than had the opportunity to see him play service ball. Red will return to his position with the Atlanta Crackers in the Southern Association upon his discharge. . . . There's a long story behind the smooth playing and coordination of Hollis and Roy Williamson, Y3, the Bluejacket third baseman. In 1945, the two were playing ball together in high school in Columbia, S. C., and when they enlisted in the Navy, both were scooped up by the training center ball club, badly in need of infield strength at that time. The combination clicked, as Columbia rooters could have promised it would, and they have been playing together ever since.

One of the favorites of the tournament was big Al Hora, T/Sgt, a veteran of 13 years Marine service. Hora has been a definite asset to the Quanticans, hitting .316 for the past season. . . . Another heavy sticker wearing Marine colors was Sergeant Pete Peiritsch, gyrene third baseman. Pete was the outstanding player throughout the entire season for the Devildogs, leading the team in two-base hits, total bases, runs-batted-in and stolen bases. His batting average soared around his .354 final all year long, and he was a definite asset on the "hot corner" when defense was the need.

Hats Off to C. W. "Gunny" Irvin, T/Sgt, athletic publicity director for the Marine team. More than 15,000 fans made the turnstiles click during the four-day play-offs, brought partly through the reams of advance publicity released to Navy and commercial publications.



SHARPSHOOTERS of the Marine Corps are members of the San Diego pistol team which finished third in the nationwide match at Camp Perry, Ohio. Bottom (left to right) M.Sgt. L. E. Painter, team captain W.O. A. J. Sealy; (top — left to right) M.Sgt. O. C. Nelson, M.Sgt. W. E. Fletcher, M.Sgt. W. J. Jordon.

Ordnance Plants

Three naval ordnance plants which turned out millions of dollars' worth of munitions during the war are being cleared of their stored materials for leasing to private concerns.

In Center Line, Mich., a $29,000,000 plant will be used by a large auto manufacturer for operation in producing or assembling automobiles and automotive parts. The lease has already been awarded, and production will commence as soon as some $91,000,000 worth of naval ordnance equipment can be cleared and the plant tooled.

Naval ordnance plants at Canton, Ohio, and Milledgeville, Ga., are also being cleared for eventual lease.

The Canton establishment, valued at $21,000,000, was a major source of medium caliber projectiles and guns during the war. The Milledgeville plant was engaged in machining fuze and primer parts for ammunition.

In accordance with the national security clause, all leases reserve the right of the Navy to regain full production requirements in the event of a national emergency.

Weather Makers

Old Sol bore down upon Mother Earth, the thermometer climbed upward to the nineties, people sweltered in the heat—and yet, snow fell!

Before Army and Navy officials in Washington, D. C., General Electric scientists demonstrated how clouds can be made to produce rain or snow. Using a commercial home freezer unit, lined with black velvet and lighted by a powerful beam, a super-cooled water droplet cloud was manufactured by breathing into the box. Then by nucleating it with dry ice, silver iodide and other means the droplets were transformed into sparkling ice crystals which developed rapidly into miniature snow flakes.

GE scientists pointed out that the final results of these experiments undoubtedly would result in the creation of modern "rain makers." It was also pointed out that 20 cents worth of dry ice could produce 1,000,000 tons of water for hydroelectric power use, and $200 worth could make rain all over the United States.

In the field of meteorology, the results of this joint GE-Army-Navy weather research program will pave the way for improved weather forecasting and the eventual possibility of regional weather and climatic control.

Navy Transmitter

A replica of the Navy's most modern high power, high frequency radio transmitting station at Dixon, Calif., was installed for public inspection at the National Association of Broadcasters Convention held at Atlantic City, N. J.

The transmitting station, a million dollar structure, is being built by Bureau of Yards and Docks.

The building contains some unique features, such as construction of reinforced concrete and resistance to blast and earthquake. The architectural feature of locating the columns on the outside of the exterior wall keeps the inside of the floor area clear in order to permit convenience of installation, operation and maintenance of equipment.

The most outstanding feature of the transmitter room is flexibility. The center aisle is kept clear and is flanked by cableways. This permits easy moving of equipment when alterations are to be made to the room. Large sliding end doors and overhead cranes provide for ease of delivery and unloading of heavy equipment.

The cableway system extends into the shop and storage spaces which have demountable walls for quick emergency expansion of transmitter space. The flexibility of the building permits any expansion to be made easily at low cost.



PISTOL PACKIN' sailors are members of the PRNC pistol team which was top Navy team in the national shoot at Camp Perry, Ohio. The PRNC team was ninth in the nation-wide contest. Shown are: (bottom — left to right) CHMACH O. Pinion, team captain, LCDR W. W. Ellison; (top—left to right) E.L. Dunn, S1, and LTJG H. D. Troettin.

THE BULLETIN BOARD

Navy Puts New Enlisted Rating Plan into Effect 15 Jan 1948

The new enlisted rating structure, scheduled for Navy-wide adoption on 15 Jan 1948, has moved into the final stage.

Information designed to guide commands in preparing for the big change has been presented in BuPers Circ. Ltr. 189-47 (NDB, 30 September 1947), and more detailed instructions will be issued from time to time as necessary.

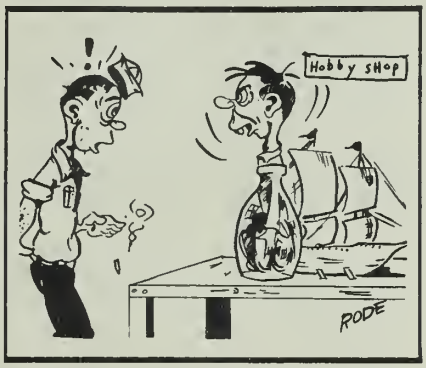
The letter applies only to changes in rating of regular Navy men, and such Naval Reserve personnel who may be on active duty under the appropriation "Pay and Subsistence of Naval Personnel." Separate instructions will be issued to cover enlisted men of the postwar Naval Reserve (including those in Class V-6 on active duty under "Appropriation Naval Reserve"), Fleet Reservists and retired enlisted personnel.

First announcement of the sweeping changes in store for the Navy's enlisted rating structure was made in BuPers Circ. Ltr. 40-47 (NDB, 28 February), and reported in detail by ALL HANDS (March 1947, p. 48). The latest directive, and any others which may follow, supplement the basic letter.

The transition process, affecting every enlisted man in the Navy, is complicated, to say the least. In order to simplify this as much as possible, BuPers has set up a step by step procedure. This will begin with the distribution of new personnel allowances. These allowances, based upon the new rating structure, will provide the key factor in making the changes from current to new ratings. Although the allowances are not effective until 15 Jan 1948, distribution will be made early to permit advance planning.

Second step in the transition plan was the preparation of what is called a "List of Authorized Horizontal Changes Between Current Rating and Postwar Rating Groups." This presents the same rating groups given in the original letter, corrected to date. However, the ratings are arranged differently in order to be of maximum assistance to commanding officers and personnel assistants.

In one column are listed the current ratings in the Navy. Opposite this, aligned horizontally, are the new ratings to which changes will be made on 15 Jan 1948. Each command can effect changes in rating with a minimum of work by consulting the list of ratings, assigned personnel allowances and certain regulations laid down in the latest directive.



Navy News, Guam

"As soon as I get my hand free, hand me the ship. I'll get it in here if it kills me."

On 15 Jan 1948, enlisted personnel will be changed from current ratings to the appropriate new general service rating—of equal pay grades—in accordance with the following provisions:

- Personnel normally will be changed to a new rating which is aligned horizontally with the current rating.
- In some cases, current ratings are aligned horizontally with more than one new general service rating. In these instances, the following is applicable:

(1) If all of the horizontally-aligned ratings are included in new allowances assigned the command, changes may be made to any of these ratings. However, existing excesses or shortages on board in current rating groups should be reflected in the new ratings assigned in approximately the same ratio. It was pointed out that all inputs should be considered, especially in the YN, PN, TE and RM rating groups. COs were urged to take particular care in seeing that changes to one rating do not predominate to the exclusion of others, dependent upon allowances issued.

(2) If one or more, but not all, of the horizontally-aligned ratings is included in new allowances issued the command, changes normally will be made only to those ratings which are included in the allowances. Example: If the new allowances include YN and PN, but not TE, currently-rated yeomen will be changed in rating to YN or PN of equal pay grade, but not to TE.

(3) There is one exception, however, to the paragraph above. If, for instance, a yeoman because of his dominant qualifications obviously should be changed to TE (which is not included in the new allowances) rather than to YN or PN (both of which are included), the matter will be taken up in advance with the responsible administrative commander. To this end, administrative commanders were delegated authority to direct the change to the obviously correct new rating in excess of new allowances, provided that transfer to an appropriate billet in the administrative commander's organization is ordered. Personnel transferred in this manner will not be placed in a transient status on 15 Jan 1948.

- In cases where the horizontally-aligned ratings are not included in new allowances assigned the command, change to the new rating will be made without regard to the resulting excess in allowances. Such personnel will be eligible for future distribution, as determined by the appropriate administrative commander.

The provisions listed above are all based upon changes to horizontally-aligned ratings. The letter emphasized the fact that no change will be made to any new rating other

Steamer Peary for Sale; First Byrd Arctic Ship

After sixteen years' service on the Great Lakes, the steamer *Peary*, the little ship that carried Rear Admiral Richard E. Byrd, USN (Ret), on his first voyage into the Arctic, will go on the auction block.

The 155-foot vessel was retired by the United States Lakes Survey to make room for a modern diesel-powered craft.

than one which aligns horizontally with the current rating.

• Personnel in current ratings, functions of which are not included in any general service ratings of the new structure, will be changed to an appropriate new general service rating for which they are determined best qualified. If necessary, the changes will be made without regard to new allowances authorized. COs were directed earlier (BuPers Circ. Ltr. 28-47, as modified by Circ. Ltr. 74-47) to take necessary steps to determine ratings for which enlisted men currently serving in aviation pilot ratings were best suited, and to prepare them for such changes in rating. The new letter directs that similar steps shall be taken by COs having personnel on board in other ratings (such as BMM, CMCBE) so that they will be qualified professionally for changes in rating on 15 Jan 1948.

• Unless otherwise directed, USN (temporary) officers and warrant officers who hold concurrent enlisted status will be changed in rating on 15 Jan 1948 in the manner prescribed above, whether or not they have been selected for permanent retention as officers. In all cases where the possibility of changes in rating to one of two or more new ratings exists (Y to YN, PN or TE, for example), the rating chosen will be that for which the individual is considered best qualified. Changes in the enlisted rating of USN (temporary) officers and warrant officers who have not reverted to enlisted status on or before 15 Jan 1948 will be made without regard to allowances. However, careful attention must be paid to each officer's qualifications and experience gained in both enlisted and officer status. The changes will be made strictly in accordance with the list of horizontally-aligned ratings.

• USNR (temporary) officers and warrant officers who hold a concurrent enlisted status will be changed in rating in their permanent enlisted status in the same manner as USN (temporary) officers and warrant officers so that their correct postwar enlisted rating will be indicated upon release from active duty.

The instructions outlined above will apply to all enlisted personnel and all having enlisted status, including those:

• On leave but records carried at an activity.

• Undergoing treatment at a naval hospital or other medical facility.

• In a disciplinary status.

• Undergoing instruction at schools.

• On temporary duty.

Personnel in a travel status will be properly changed immediately upon reporting to new duty station. Men who are discharged in current ratings prior to 15 Jan 1948, and who apply for re-enlistment at other than recruiting stations on or subsequent to that date, will be re-enlisted in the horizontally-aligned new rating. The letter lists specific instructions covering this procedure.

Separate instructions will be issued regarding:

• Personnel accounting procedures.

• New rating abbreviations.

• Standard nomenclature for each pay grade of individual ratings.

• Rating badges.

• Details for recording changes of rating in service records.

• New ratings in which personnel discharged prior to 15 Jan 1948 will be re-enlisted on or after the change-over date.

In addition to the rules listed above, the new letter outlined the following requirements and restrictions:

• Changes in rating from RDM to AC and from SPV to AC shall not be made unless personnel meet physical requirements and have satisfactorily completed control tower operators' school.

• Changes in rating from AFC to AT shall not be made unless personnel have satisfactorily completed AETM school.

• Changes to the new CT rating may be made only at CNO (CNC) activities.

• Specific instructions relative to the changes of S1 and S2 to AN and AA, respectively, are contained in the letter. In general, such changes should be limited to those personnel who are:

(1) Graduates of the aviation fundamental school, or

(2) Graduates of other naval air training schools, or

(3) Officially designated as strikers for current aviation ratings, and

(4) Attached to commands which are allowed AN and AA in the new rating structure allowances.

• Changes to UM shall not be made without prior BuPers approval. After having received appropriate allowances, activities concerned may recommend such personnel within the new allowance to BuPers (Attn: Pers-67) giving the following information:

(1) Statement as to qualifications.

(2) Past experience in diving.

(3) Diving school course satisfactorily completed.

(4) Statement of physical qualifications for diving.

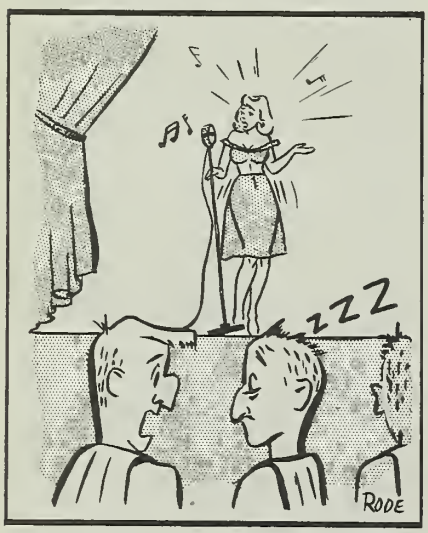
(5) Age.

(6) Date of expiration of enlistment.

In the event that the BuPers letter of authority is not received before 15 Jan 1948, change will be made to another appropriate rating. Upon receipt of authority for change to UM — if after 15 January — proper change in the new rating structure can be made.

All activities were directed to review for accuracy and completeness the Navy Job Classification Codes of all enlisted personnel, as soon as possible and prior to 15 Jan 1948, and to make necessary corrections. Each code number assigned must accurately reflect the naval experience and ability of the individual.

Although training courses and other material based on the new rating structure are being prepared, the literature will not be available for distribution until after the transition date. In view of this, professional examinations embodying qualifications for new ratings of equal pay grade (as set forth in the Manual of Qualifications for Advancement in Rating) have not been made a prerequisite for changes to the new rating structure. COs were directed, however, to inaugurate within their commands in-service training programs which will insure that personnel will be able



Navy News, Guam

"Hey, Elmer, wake up. It's almost time for the juggler to come on."

to serve with maximum efficiency in their new ratings. Also, the new directive said, these programs should not cease on the date set for transition. They should continue until personnel are fully qualified in all duties of their new ratings. Additional detailed information on the instructional materials to be used in lieu of training courses will be furnished later.

It was emphasized that advancements in rating of enlisted personnel on and after 15 Jan 1948 shall not be effected, nor recommendations submitted, unless individuals concerned have been determined fully qualified in accordance with the new qualifications. This principle is applicable also to recommendations for changes in rating submitted to BuPers on and after 15 Jan 1948. This is deemed particularly important in regard to men advanced to pay grade 1, since they may be reduced in rating and their appointments revoked only by authority of the Chief of Naval Personnel (or by sentence of summary or general court martial). Because of this factor, appointments to pay grade 1 will not be issued by the Chief of Naval Personnel on and after 15 Jan 1948 unless recommendations state that individuals are fully qualified for the appointments. The recommendations must be based upon the rating held in the new structure. This latter restriction is made to reduce to a minimum the number of men in the highest enlisted pay grade who at some future date might be subject to reduction in rating for lack of professional qualifications.

HERE ARE RATING CHANGES TO BE MADE THROUGHOUT NAVY

Listed below are the authorized changes in rating which will be made throughout the Navy on 15 Jan 1948, when the new enlisted rating structure is adopted. Provisions governing these changes in rating are outlined in the accompanying article. Personnel holding ratings in the column headed C.R.G. (current rating group) will be changed to the ratings which are aligned horizontally in the column headed N.R.G. (new rating group).

C.R.G.	N.R.G.	C.R.G.	N.R.G.	C.R.G.	N.R.G.	C.R.G.	N.R.G.	C.R.G.	N.R.G.	C.R.G.	N.R.G.
BM	BM	CMCBD	DM	AP	(4)	SKD	DK	SPQTE	IM	MMS	MR
*BMSRC	BM	CMCBE	BU(3)	APLA	(4)	SKT	SK	*SPR	PN(6)	MOMM	EN
*BMSRR	BM	CMCBS	SV	AMM	AD	*SKCB	SK	†SPSPS	PN	MOMM	CM
*BMSRS	BM	SF	ME	AMMC	AD	PRTR	PI	†SPT	PN(7)	*MOSRD	EN
BMCBB	BM	SF	FP	AMMF	AD	PRTR	LI	SPT(CNTI	TD(8)	*MOSRG	EN
*BMCBS	BM	*SFSR	ME	AMMH	AM	PRTRL	LI	SPTLT	TD	EM	EM
BMM	BM(1)	*SFSRP	FP	AMMI	AE	PRTRM	LI	SPV	AD(9)	EM	IC
TC	GM	*SFSRR	FP	AMMP	AD	SSMB	SH	SPV	AC	*EMSRG	EM
GM	GM	*SFSRS	ME	AMMT	AD	SSMC	SH	†SPW	PN	*EMSRS	EM
*GMCBG	GM	*SFSRW	ME	AEM	AE	SSML	SH	SPY	AC	*EMSRT	IC
GMCBP	GM	SFCBB	ME	ARM	AL	SSMT	SH	SPXCT	DM	EMCBC	CE
MN	TM(2)	SFCBM	DM	AETM	AT	MUS	MU	SPXED	DM	EMCBD	DM
TM	TM	SFCRP	FP	AM	AM	MAM	TE	SPXJO	JO	EMCBG	CE
TME	TM	SFCBR	SW	AOM	AO	CCS	CS	†SPXKP	MA	EMCBL	CE
QM	QM	SFCBS	SW	AOMT	AO	SC	CS	SPXNC	JO	WT	BT
SM	QM	SFCBW	ME	AFC	AO	SCB	CS	SPXPR	JO	WTCB	UT
FCT	FT	M	ME	AFC	AT	BKR	CS	†SPXQM	AC	B	BT
FC	FC	M	FP	AR	AR	SPC	PN	SPXTD	DM	*BSR	BT
FCO	FC	*MSRB	ME	PR	PR	SPF	DC	†SPXTS	AC	F1	FN
FCS	FC	*MSRC	FP	AERM	AG	SPG	TD	†SPXPC	PN	F2	FA
RM	RM	*MSRS	ME	PHOM	PH(5)	SPI	MA	†SPXDI	PN	PHM	HM(10)
RM	TE	ML	ML	TMV	TM	SPP	PH(5)	S1	SN	HA1	HN
RM	CT	PM	PM	PTRV	AM	SPP	LI	S1	AN	HA2	HA
ETM	ET	SAI	IM	SKV	AK	SPPLB	PH(5)	S2	SA	PHMDP	HM(10)
RDM	RD	SAITR	IM	ABMAG	AB	SPPMP	PH(5)	S2	AA	BGM	QM
RDM	AC	SAIWR	IM	ABMCP	AB	SPPPG	PH(5)	S2	FA	BUG1	SN
SOM	SO	SAO	OM	ABMGA	AB	SPPPG	DM	AS	SR	BUG2	SA
SOMH	SO	SAD	TD	ABMPH	AB	†SPPVM	PH(5)	MM	MM	ST	SD
CM	DC	SADMG	TD	Y	YN	SPQCR	CT	*MMSRO	MR	CK	SD
*CMSRB	DC	PTR	DC	Y	PN	SPQIN	CT	MMCBE	CD	STM1	TN
*CMSRJ	DC	†T	TE	Y	TE	†SPQRP	TE	MMCBE	CM	STM2	TA
CMCBB	BU	†T	RM	SK	SK	SPQTE	CT	MMG	MM	STM3	TR
								MMR	MM	(DIVERS	UM

*Include as functions only; not written into regular Navy allowances.

†V-10, USNR, rating groups only.

(1) Recommended rating; refer to Para. 3(c)(7) of BuPers Circ. Ltr. 189-47.

(2) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current MN to change to new TM. However, a change to the letter probably will set up a new MN rating. In that case, current MN will change to new MN instead of to new TM.

(3) Recommended rating; refer to Para. 3(c)(7) of BuPers Circ. Ltr. 189-47.

(4) COs were directed previously to determine the rating for which enlisted personnel currently in aviation pilot ratings were best suited, and to prepare them for changes in rating; refer to Para. 3(c)(7) of BuPers Circ. Ltr. 189-47.

(5) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists one new rating group of PH; a change to the letter probably will split the new PH rating group into two separate groups, PH (non-aviation photographer) and AF (aviation photographer).

(6) Recommended rating.

(7) Current SPT of this category are teachers and unclassified instructors, not SPT qualified as celestial navigation trainer instructors, as link trainer instructors or as SPTLT (see note 8).

(8) Current SPT of this category are celestial navigation trainer instructors or SPTLT, not teachers or unclassified instructors (see note 7).

(9) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current SPV to change to new AD or AC. However, a change to the letter probably will include part of the functions of the present SPV rating group in the new AK rating group.

(10) BuPers Circ. Ltr. 40-47 (the basic letter for the new rating structure) presently lists current PHM and PHMDP to change to HM. However, a change to the letter probably will split the new HM rating group into HM (hospitalman) and DT dental technician).

Aptitude Tests 13 Dec To Select 2,500 NROTC Students for 1948 Term

College aptitude tests will be given in 550 cities throughout the United States, Alaska and Hawaii on 13 Dec 1947 in the first step in the selection of 2,500 candidates who will be given a four-year Navy subsidized college education under the NROTC program.

The candidates selected will begin the 1948 fall term at one of the 52 colleges and universities in which the NROTC program is offered.

Each student will receive tuition, books, other normal college expenses and a $50 monthly living allowance from the Navy.

Under the program, the candidates may take any course leading to a baccalaureate degree with the exception that certain naval science courses must be included. They also are required to participate in certain drills and cruises, and upon graduation, to accept a commission in the Navy or Marine Corps, if qualified.

They must then serve two years on active duty, after which they may request retention in the regular Navy or transfer to the Naval Reserve and release to inactive duty.

Applications for taking the tests were required to have been filed by 10 Nov 1947.

Out of the more than 50,000 applicants who took the tests in January of this year for the NROTC and Naval Aviation College programs, approximately 2,700 were selected for entering college this fall.

The tests for Naval Aviation College program has been suspended for this year and no original entries into this program will be made in the fall of 1948.

Appointment Forms Quoted in Directive

Official form for acceptance and oath of office for permanent appointment in the Navy is contained in BuPers Circ. Ltr. 184-47 (NDB, 30 September).

The new circular letter is a direct quotation from BuPers Circ. Ltr. 123-46 (NDB, 31 May), which was omitted inadvertently from the January-June 1946 Ships and Stations Letters. The directive contains provisions for the appointment in the line and staff corps of the Navy of certain temporary commissioned and Naval Reserve officers.

Schedule of Programs Beamed to Pacific Areas

Latest schedule of Armed Forces Radio Service programs beamed to Pacific areas is published here, subject to change. The schedule lists stations, frequencies and beam areas covered, and program times. All times referred to are Greenwich. The schedule:

Station	Time	Frequency	Beam Area
KCBA	0315-0845	15.15	Alaska, Aleutians, China
	0900-1430	15.33	SoWesPac-Philippines
KCBF	0315-0845	11.81	Alaska, Aleutians, China
	0900-1430	9.70	SoWesPac-Philippines
KGEI	0530-1030	15.13	China and Japan
	1045-1430	9.53	SoWesPac-Philippines
KGEX	0530-0845	17.78	SoWesPac-Philippines
KNBX	0530-0845	15.33	Sa and Mid Pac
KWID	0530-1130	11.90	Sa and Mid Pac
KWIX	0315-0845	9.57	Alaska and Aleutians
	0900-1430	11.89	China and Japan

Policy Outline Announced On Travel of Relatives

Transportation of relatives to overseas stations or between ports in the U. S. in Naval transports will be governed by a policy outlined in BuPers Circ. Ltr. 185-47 (NDB, 30 September).

Blood relatives — mother, father, brother or sister—of naval personnel normally entitled to transportation of dependents may be furnished transportation via naval transports on a space-available basis at subsistence rates.

Relatives by marriage may be authorized transportation on the same conditions only when they are wholly dependent upon the officer or man concerned, and are members of his household. Exceptions will be made for humanitarian reasons.

Relatives of the above category should be fully advised that their passage is on a space-available basis, and the Navy is not obligated for return passage.

Requests for transportation for relatives from U. S. to overseas stations must be submitted to BuPers (Attn Pers 812).

Undesirable Discharge Due to 'Unclean Habits'

Warning that men who incur repeated venereal infections are to be considered for undesirable discharge, BuPers Circ. Ltr. 179-47 (NDB, 30 September) calls attention to the provision of Art. D-9112, BuPers Manual, which gives authority for separation due to "unclean habits."

Official Navy Material Gets Certain Exceptions To Law Requiring Postage

Naval activities mailing official material have been granted certain exceptions to the law requiring prepaid postage at fourth class rates to parcels in excess of four pounds, as previously reported in Alnav 175, (NDB, 15 August).

Departments, agencies and other governmental bodies mailing correspondence weighing over four pounds may, upon request to the Third Assistant Postmaster General, arrange to mail the parcels without affixing stamps. The postage in this case must be paid periodically upon the rendition of bills to the activities by the postmaster of the local post office.

Each parcel mailed under this arrangement must bear the inscription "U. S. Postage Paid," together with the name of the government department or agency on whose account the parcels are being mailed and the name of the post office where the correspondence is presented. The correspondence must also bear the usual return card printed over the words "Official Business" but omitting the penalty clause.

The following inscription should be hand-stamped on the parcels or printed on address labels furnished by the mailing agency:

U. S. POSTAGE
P A I D
(Insert name of agency)
(Post Office & State)

The postmaster will keep a record of the postage chargeable at the fourth class or postal zone rates on each mailing, based on the standpoint of the mailing office, from an invoice or list to be furnished by the sender at the time of mailing.

The invoice or list is to be submitted in duplicate and must show the weight of each parcel and office of addressee, in such form as to enable the postmaster to compute the postage.

The postmaster will enter on such invoice or list with each parcel the zone to which sent and the amount of the postage chargeable. One copy of the invoice or list will be returned to the mailer and the other retained in the post office files.

At the end of each month or upon

completion of a particular mailing, the postmaster will submit a bill for postage on Form 1034-Revised (Public Voucher for Purchases and Services Other Than Personal) to the local representative of the mailer or transmit it to the central office of the agency as may be designated.

While large mailing activities within naval commands may be able to effect appreciable savings in time, labor and equipment, small mailing activities should not request permits. Under this provision, most ships and mobile commands will not be granted permission for use of this mailing privilege.

Forms for listing of material mailed as required by the local postmaster will be made available from district publication and printing offices.

Payment for such permit mailing shall be charged in accordance with paragraph 23858-2 BuSandA Manual.

May Extend to Meet Service Requirements

Enlisted men requiring additional obligated service for a foreign cruise or foreign duty may extend their enlistment.

Alnav 205-47 (NDB, 30 September) announced that an enlisted man who has an approved application for transfer to a service school for a course of instruction, for transfer to a tour of shore duty, or where additional obligated service is necessary for a foreign cruise or foreign duty, may extend his enlistment for either one, two, three or four years in order to have the obligated service required for eligibility for such duty.

If already serving in a voluntary extension of enlistment, he may re-extend his enlistment for either one, two or three years provided the extensions do not aggregate more than four years.

Operations Limited In Wildfowl Areas

The Navy has come to the aid of hunters.

Alnav 192-47 (NDB, 15 September) directed that training operations over or in marshland, bay areas and other common habitat of wildfowl would be curtailed or conducted so as to cause minimum disturbance of birds and interference with hunters.

Low flying or firing over bedded wildfowl is to be avoided especially, the directive pointed out.

180 NAVY MEN SERVE AS MILITARY ESCORTS

The honor of paying final tribute to shipmates who gave their lives in World War II has been given to 180 hand-picked U. S. Navy military escorts.

Selected from the BuPers shore duty eligibility list, almost all of the Navy escorts are CMMs and CWTs, with more than 12 years of honorable service, who have by the character of their service proved themselves qualified for the job.

Because of the special nature of the task, BuPers made a careful search of shore duty applications to find the most capable personnel for escort assignment. Each man was interviewed and was offered the opportunity to volunteer. The final decision was based on the endorsement of prospective escorts' commanding officer, who was asked to weigh carefully the man's aptitude and qualifications for escort duty.

Upon having been selected by BuPers, the men were transferred to Receiving Station, Washington, D. C., where they received instructions at the American Graves Registration Service Escort Course. This four-day course introduced the men to the various duties they would be called upon to perform while acting as military escorts.

After their indoctrination course, the escorts were transferred to one of the 15 distribution centers throughout the nation for permanent duty as military escorts.

The remains of our fallen servicemen will be received at San Francisco and New York, from where they will be transported to the distribution center nearest to their final resting place. It is from here that the military escorts will accompany the remains for delivery to the next of kin. First contingent of U. S. war dead were received at San Francisco and New York during October.

If the next of kin so desires, the military escort may remain for funeral services. Upon the completion of duties the military escort presents to the next of kin the flag which has covered the casket of the deceased serviceman.

The escorts will always be of the same sex, race, and whenever practicable, of the same religion as the deceased. The rank or rating of the escort will be the same or higher than that of the dead serviceman. In no instances will the escort be of lower rank or rating.

When the situation indicates that extra escorts are needed, naval districts and river commands will furnish men on temporary duty basis.

The nature of the mission of escorts is one requiring great tact and diplomacy in rendering every possible assistance to next of kin during their bereavement. Navy escorts, in most instances, are the only personal contact between the Navy and the next of kin.

They are, as a matter of fact, the Navy's personal diplomats.

Navy Will Cooperate In Scrap Metal Search

The Navy is giving full cooperation to steel and scrap industries in their efforts to relieve the present critical shortage of scrap metal.

UnderSecNav W. John Kenney promised that all naval shipyards and depots will be open to committee members in their search for scrap.

It had been proposed that industry representatives be permitted to inspect surplus property held at naval stations awaiting sale by the War Assets Administration. Much of the surplus war material cannot be used by industry in its present form and should be scrapped.

More than 290,000 tons of scrap have been released since last March. It is expected that some 200,000 tons would be made available during the rest of the year.

Appointments Announced In a Series of Alnavs

Appointments in the various grades of the line and staff of the regular Navy and the Naval Reserve in accordance with Public Law 381 are being issued by BuPers in a series of alnavs, of which Alnav 198-47 (NDB, 15 September) is the first.

Naval Academy Program Of Education Rates High

The Naval Academy can step up and take a bow.

According to Dr. A. John Bartky, dean of the Stanford University School of Education, the Academy rates high on his list as an academic institution. Dr. Bartky said that the educational program conducted on the banks of the Severn is "tops." He also lauded the high caliber of midshipmen undergraduates.

Limited Duty Appointments Open to 1,195 Under New Law

An estimated maximum of 1,195 eligible regular Navy CWOs, WOs and enlisted personnel may be appointed as limited duty officers in the Line, Supply Corps and Civil Engineer Corps of the regular Navy in accordance with Public Law 381 (80th Congress), Circ. Ltr. 174-47 (NDB, 15 September) states.

Personnel appointed to the new officer classifications will perform limited duty only in the technical fields indicated by their previous warrant or enlisted ratings and will be referred to as limited duty officers.

It is estimated that the effect of the overall allowance and distribution prescribed by the law would permit the following maximum numbers of limited duty officers in the Line for the calendar year of 1948:

- 70 commanders.
- 260 lieutenant commanders.
- 320 lieutenants.
- 390 lieutenants (junior grade) and ensigns.

Thus a total of about 1,040 limited duty line officers may be appointed during the 1948 calendar year. This would give a maximum allowance of about 125 in the Supply Corps and 30 in the Civil Engineer Corps.

Personnel eligible for appointment to commissioned grades as limited duty officers are those holding permanent status as:

- Commissioned warrant officers of the regular Navy.
- Warrant officers of the regular Navy.
- Chief petty officers of the regular Navy.
- Petty officers first class, of the regular Navy.

Prior to 7 Aug 1949, appointments can be made in any grade from commander to lieutenant (junior grade) inclusive, from among temporary USN commissioned officers who held permanent status as indicated above.

However, no such person may be appointed in a higher grade or with higher lineal rank than that held by him in a previous temporary appointment. Thus, no appointments will be made to the rank of commander down to lieutenant (junior grade) from personnel who did not previously hold temporary appointments in commissioned grades. These personnel, however, may be appointed to the grade of ensign if they have completed 10 or more years of active service in the Navy.

Minimum length of service requirements in the Navy for appointment to the various grades are:

- Commander, 28 years' service.
- Lieutenant commander, 22 years.
- Lieutenant, 16 years.
- Lieutenant (junior grade), 13 years.

All other original appointments both prior and subsequent to 7 Aug 1949 must be to the grade of ensign from among eligible personnel including, but not confined to, temporary USN commissioned officers who shall have completed 10 or more years of active service in the Navy.

The minimum service requirements must have been completed by 1 January of the calendar year in which the appointment is to be made and the appointee must also be able to complete 30 years of active naval service on or prior to reaching the age of 55.

Officers who have transferred to the regular Navy as permanent USN officers, retired personnel and members of the Fleet Reserve are not eligible for appointment as limited duty officers.

Limited duty officers of the grade of ensign will become eligible for promotion to lieutenant (junior grade) upon completion of three years' service as ensigns.

Promotions to grades above lieutenant (junior grade) will be by selection to fill vacancies. The prescribed numbers in the various grades is such that the attrition rate because of failure of selection will be quite low. All promotions are subject to qualification by examination.

Although Public Law 381 does not provide for reversion to former status of an ensign discharged by reason of failure in the professional examination for promotion or by reason of revocation of commission, he will be accepted for re-enlistment in a rating not lower than that held at time of appointment to officer rank if the circumstances warrant such action.

Any limited duty officer of the Line or staff corps, upon application and upon determination by SecNav that he is qualified, may be assigned to engineering duty only, aeronautical engineering duty only, special duty, unrestricted performance of line duty or unrestricted performance of duty in the staff corps concerned. Upon being so assigned, his status as a limited duty officer shall terminate.

The total number of limited duty officers on the active list of the line of the regular Navy shall not exceed in any year more than 6.22 per cent of the total line officers holding permanent appointments, excluding officers designated for engineering duty, aeronautical engineering duty and special duty in the regular Navy in that year.

The number of limited duty officers appointed for Supply Corps service shall not exceed 12 per cent of the authorized number of limited duty officers in the line in that year.

Officers appointed to the Civil Engineer Corps shall not be more than three per cent of the authorized number of limited duty line officers in that year.

No limited duty officer shall suffer any reduction in pay and allowances to which he was entitled at the time of his appointment by virtue of his permanent status.

Limited duty officers are subject to involuntary termination of their limited duty status as follows:

- Each officer shall be placed on the retired list on the last day of the month following the month in which he completes 30 years of active naval

Munitions Board Studies War Manpower Problems

The study of manpower—one of the major components of industrial strength in the U. S.—will be undertaken by the Army and Navy Munitions Board.

Results of these studies will be submitted to a war manpower advisory committee composed of members of labor, government, agriculture and management. The war manpower advisory committee will not be organized until the Army and Navy board have examined and made comments on operational procedures and tentative plans.

Meeting periodically, the newly organized manpower consulting group will aid the board in completing its current study of manpower problems.

It is anticipated that the studies will be completed sometime in 1948, at which time policies resulting from these findings will be incorporated into the U. S. industrial mobilization plan.

service, exclusive of active duty for training in a Reserve component.

• Lieutenant commanders shall be placed on the retired list on 30 June of the fiscal year in which they shall have failed twice of selection for promotion to commander, with retired pay at the rate of 2½ per cent of their active duty pay at the time of retirement multiplied by the number of years of service for which entitled to credit in the computation of their pay on the active list, not to exceed a total of 75 per cent of the active duty pay.

• Lieutenants and lieutenants (junior grade) who shall have twice failed in selection for promotion shall be honorably discharged from the Navy on 30 June of the fiscal year in which they fail of such selection the second time, with a lump sum payment computed on the basis of two months' active duty pay at the time of discharge for each year of commissioned service but not to exceed a total of two years' active duty pay.

• A lieutenant commander, lieutenant or lieutenant (junior grade), in lieu of separation from the active list, as above stated, shall, if he had the permanent status of warrant officer or commissioned warrant officer when first appointed an officer for limited duty, have the option of reverting to the grade and status he would have held had he not been so appointed.

If he had a permanent rating below warrant officer when first appointed for limited duty, he shall have the option of reverting to the grade and status he would have held if he had been appointed a warrant officer instead of having taken his appointment for limited duty officer rank.

An officer exercising such option shall be placed on the retired list in the commissioned warrant or warrant grade in which serving upon the completion of 30 years' active naval service, with retired pay at the rate of 75 per cent of his active duty pay.

• Ensigns who fail twice in the professional examination for promotion will be honorably discharged with a lump sum payment computed on the basis of two months' active duty pay at the time of discharge for each year of active commissioned service, exclusive of duty for training in a Reserve component, but not to exceed a total of one year's active duty pay.



"Hey, mate. What do you say we roll down our sleeves and square that hat."

Packages Over 4 Pounds Now Must Bear Postage

Packages weighing more than four pounds must bear prepaid postage at the fourth class rate, Alnav 175-47 (NDB, 15 August) announced.

The Alnav said: "Effective immediately and pursuant to Public Law 364 of 78th Congress as amended by Public Law 239 of 80th Congress, all articles or packages of official matter, or a number of articles or packages constituting in fact a single shipment, exceeding four pounds in weight and submitted for mailing (except mailings entered with Postmaster, Washington, D. C.) shall have prepaid postage affixed at the fourth class rate. Above includes written matter, printed matter and all mailable material sealed or unsealed."

Naval activities ashore may obtain postage for such shipments in accordance with para. 23858-2, BuSandA Manual. Naval activities afloat may present such packages to the nearest supply officer ashore for shipment. Marine Corps activities must requisition stamps in accordance with Art. 18-8A, MarCorps Manual.

The above cited laws also require the Navy Department to make reimbursement for postage on envelopes, covers, tags and other devices on which the penalty indicia is imprinted for the Navy.

The Alnav declared: "Proper usage of all penalty indicia imprinted mail covers shall be closely supervised by all commands to insure that such covers are not used for personal mail, mail not intended for injection into the U. S. postal system, any air mail, or any mailings in excess of four pounds which require affixing of postage."

Discharge Two Months In Advance for Men Who Do Not Ship Over

Until further notice, all regular Navy enlisted personnel who do not re-enlist or extend their enlistment will be discharged for the convenience of the Government two months in advance of the normal discharge date, Alnav 197-47 (NDB, 15 September) directs.

The policy became effective on 1 October and was necessary because the number of enlisted personnel on board as of 1 July 1947 was larger than the average enlisted strength for which appropriations were made available for the 1948 fiscal year.

Although a very large number of enlistments expire during the 1948 fiscal year, the majority of discharges occur too late to bring the average strength within budgetary limitations.

The new directive has no effect on re-enlistment privileges as outlined in Circ. Ltr. 141-47 nor does it affect or advance the date of authorization contained in Alnav 147-47 as modified by Alnav 195-47 permitting discharge prior to the normal date of expiration of enlistment for the purpose of immediate re-enlistment.

In the case of individuals who on their normal date of expiration of enlistments reach a total term of service which permits them to retire or transfer to the Fleet Reserve and who intend to so retire or transfer, authority is granted to except them from the provisions of the new directive.

The alnav directed that nothing in its provisions should be interpreted as indicating that efforts to obtain the maximum number of re-enlistments should be relaxed.

Wartime Job Reenacted; Submarine Saves Flier

Memories of wartime rescues from the sea by crew members of USS *Finback* (SS 230) were brought back when the submarine personnel rescued a civilian pilot in Long Island Sound and aided in salvaging the plane.

Rising to the surface when the flyer was spotted in the periscope, the *Finback*, which rescued many aviators during the war, picked the pilot out of the sea and transported him to the sub base at New London, Conn.

$1,000,000 a Year Saving Possible by Common Use Of Armed Forces Facilities

Savings amounting to more than $1,000,000 per year by the common use of Army-Navy-Air Force facilities were cited as possible in a report prepared by Vice Admiral Robert B. Carney, USN, Deputy Chief of Naval Operations for Logistics.

Economy measures in various bureaus were listed in Vice Admiral Carney's report as follows:

BuShips—Recommended that shipyard repair and conversion work of War Department be done, as it has in the past, on a case basis. Recommended that Navy undertake the Army inspection work on two transport conversion jobs awarded Newport News Shipbuilding and Drydock Co.

BuOrd—Navy to handle all Army overseas explosive shipments on the West Coast, saving $38,000 monthly.

Communications—Joint Army-Navy weather bureau network for weather dissemination partially activated. All plans have been made to permit operation of 56 Navy stations. When completely activated, a saving of $500,000 yearly is expected.

Navy has begun installation of necessary equipment for integration of continental naval air stations into the AAF military flight service communication system. An eventual saving of over $250,000 per year is expected upon completion of this project.

BuMed—Navy may take over Army hospital at Adak, Aleutian Islands, as recommended by Joint Alaska Board. Minor savings may be made in Hawaiian area through Navy use of Army embalming and mortuary facilities.

Studies also underway regarding joint hospitalization in the Panama Canal Zone and joint warehousing of medicinal supplies.

BuDocks—Army Base, South Boston, Mass., saving $15,000 annually by receiving electric service from Boston Naval Shipyard. A supply of similar service to Navy Barracks "K", Arlington, Va., through the Army South Post, Fort Meyer, Va., saves $3,600 annually.

Hickam Field receives water from Naval Shipyard, Pearl Harbor, and the Navy is utilizing the Army eastern signal corps school at Fort Monmouth, N. J., for training Seabee personnel.

BuSandA — Joint utilization of Army-Navy bakeries or commissary stores not recommended. However, Army or Navy units continue feeding personnel of other service when required for convenience and welfare.

BuPers—Army and Navy personnel transfers make use of other service's Air Transport facilities in transferring to and from duty stations.

DCNO for Air—Army and Navy air flight facilities board has, during the past four years, arranged transfers or joint uses of facilities involving 34 Army and Navy air stations, gunnery ranges and ground installations, representing a total investment of over $40,000,000.

Common utilization has been effected at the Naval Air Missile Center, Point Mugu, Calif., and the Army Ordnance Proving Grounds at White Sands, N. M. However, no final decision on the utilization of technical air facilities has been reached. As need arises, satisfactory arrangements can usually be made. For example, the Army used Navy's Patuxent, Md., air station for experimental flight test of XB-48.

Navy, MarCorps Officers To Take Cooking Lessons

Things are really cooking with the armed forces these days.

The services will soon have qualified officers sniffing around the galley and kitchen who will know what they are sniffing for.

At the Quartermaster School at Camp Lee, Va., the Army has inaugurated a cooking school for Army, Navy, Marine and Air Forces officers who are interested in what makes with the preparation of foods. The object of the course is to train officers how to teach a cook to properly prepare seasoned foods so that it will be appetizing enough to enthuse the men.

No Funds for Employing Civilians as Servants

No funds have been appropriated for the fiscal year 1948 to pay civilians employed at officers' residences and quarters as cooks, waiters, or other household servants, Alnavsta 35 states.

Exceptions were that female cooks, waitresses and maids could be hired for work in nurses' messes and quarters.

New Personnel Measure Makes Changes in Grades Of Staff Corps Officers

The Officer Personnel Act of 1947 (Public Law 381, 80th Congress) has caused changes in grade of regular and Reserve staff corps officers. A detailed explanation is given in BuPers Circ. Ltr. 157-47 (NDB, 31 August).

The letter lists the following provisions of the public law:

- Existing grades in the line of the Navy below that of fleet admiral and above that of commissioned warrant officer are similarly established in each of the staff corps of the Navy and the Naval Reserve in place of existing staff corps grades above that of commissioned warrant officer.
- Each staff corps officer on the active list of the Navy or Naval Reserve serving in a grade above that of commissioned warrant officer on 7 Aug 1947 shall be regarded as having been appointed to either, or both, the permanent or temporary grade established (as given in the paragraph above), corresponding to the

$100 a Month Extra To Medical Officers

Additional inducements to make their careers in the Army, Navy or Public Health Service have been extended to physicians, surgeons and dentists by Public Law 365 (80th Congress).

The law provides that commissioned medical officers now in the regular services, or those commissioned during the next five years, will have $100 added to their monthly pay and allowances. For these officers, the additional money is payable through 30 years of service.

The President is authorized by the new act to make original appointments to permanent commissioned grades, with rank not above that of captain, in the Medical and Dental Corps of the Navy, in such numbers as the needs of the service require.

Also included under the law's benefits are certain officers who, during the next five years, volunteer and become accepted for extended active duty of one year or longer.

The law specifically provides that medical officers may receive its benefits only during periods of volunteer service.

permanent or temporary rank, or both, then held by him under the conditions of his then existing appointment.

Thus, the letter explains, staff corps grades such as medical director, paymaster, civil engineer, chaplain, dental surgeon, and others, no longer exist on the active list of the Navy. In their stead the line grades below that of fleet admiral are established in each staff corps. Further, each staff officer on the active list on 7 Aug 1947 is regarded as having been appointed to the permanent and/or temporary grade corresponding to the permanent and/or temporary rank held by him on that date under the conditions of his then existing appointment. In short, the newly established grades in the staff corps now are synonymous with rank as in the case of line officers.

To make this more easily understood, the letter illustrates as follows:

- An officer of the medical corps holding a permanent commission in the grade of surgeon, with the rank of lieutenant commander in the regular Navy or Naval Reserve, is now regarded as having been permanently commissioned in the grade of lieutenant commander.
- If the officer above described is serving under an appointment in the grade of medical inspector, with the rank of commander for temporary service, he is now regarded as having been appointed to the grade of commander for temporary service under the conditions of his existing appointment.
- An officer without permanent commissioned status above the grade who is serving under an appointment of commissioned warrant officer in the regular Navy or Naval Reserve as paymaster, with the rank of lieutenant commander for temporary service, is now regarded as having been appointed to the grade of lieutenant commander for temporary service under the conditions of his existing appointment.

This, the letter says, applies not only to the grades and ranks held by staff officers on the date of the new act, but also to appointments and promotions to be made subsequently. Staff officers, upon the initial appointments to be made under the act and upon later promotion, will be commissioned in the grades corresponding to those of their line officer running mates instead of the staff grades which have been abolished.

Transfer Officers With 2 or Less Years College Will Be Sent to School

Naval Reserve and temporary officers transferred to the regular Navy who have completed two or less years of college will be sent to some 49 colleges and universities carrying the NROTC program for added study on a speed-up basis, according to Circ. Ltr. 160-47 (NDB 31 August).

The program, a step in furthering the Holloway Plan, is expected to affect approximately 5,000 officers between 1946 and 1952.

Students will enroll in required courses in mathematics through solid geometry and trigonometry, college physics and the written and oral use of English, if they have not already completed these studies. Other courses will be elective.

The program was deemed necessary to put transferred officers on a more comparative basis with their contemporaries and give them equal educational background and chance for advancement.

Commissioned officers of the rank of commander and below (excluding chief warrant officers) who were commissioned in the regular Navy after 27 Aug 1940 and prior to transfers authorized by the passing of Public Law 347 by the 79th Congress, will be considered eligible for the four-semester program. Transfers under Public Law 347 will be considered to have been effective on 1 Oct 1945.

Commissioned officers of the same ranks who transferred to the regular Navy under Public Law 347 will be eligible for a course to give them the equivalent of five semesters of college, providing they have had not more than two years college-level education.

Enrollment in the program is scheduled on a year-round basis. Student officers will complete three semesters work in one calendar year, or if attending a school where the quarterly system is used, must finish a corresponding number of quarters.

Naval aviators will be sent to colleges near naval air stations to maintain their flight proficiency, and student officers will be ordered to schools near their home state, so far as is possible. If possible, former students will be returned to colleges they previously attended.

College standards must be maintained by the student officers, or they will be disenrolled and made ineligible for further training on the program. Officers who fail the courses will be considered eligible for line postgraduate schools.

Waivers for this educational opportunity may be requested by officers who feel they have the qualifications for postgraduate work without the additional years of training.

Model APA Part of Exhibit Touring Naval Activities

A Naval Transportation Service exhibit of a five-foot plastic APA model and other features of the NTS program is on a year's tour of naval activities in Newport, New York City, Norfolk, San Francisco, Pearl Harbor and Guam.

The exhibit, prepared in Port Washington, N. Y., by the special devices section of the Offices of Naval Research, was on display first in the main corridor of the Navy Department building in Washington, D. C.

In addition to the plastic model of the amphibious vessel, the exhibit consists of a docking scene showing several NTS vessels, a diagram illustrating the coordination of transportation elements at seaports, and slide film projections of still photos of NTS activities.

Coated Sand Slick Way Of Sinking Oil Slicks

A technique for sinking oil slicks has been developed by chemists at the Norfolk Naval Shipyard.

A solution of creosote, asphaltic oils, and ordinary sea sand is placed in a revolving kiln where it is heated to a temperature of 800 degrees Fahrenheit. The constant whirling in this high temperature coats each grain of sand with a film of carbon, giving it high oil absorption qualities.

Though its specific gravity is greater than that of water, a slight excess of oil causes it to float. Upon contact with an oil slick, the coated grains absorb the oil immediately and become heavier than water, causing them to sink quickly to the bottom.

The carbonized sand is sprayed over the oil slick from an ordinary pressure drum which is used in common sand blasting.

It is believed that such fire hazards as oil accumulating around ships will be eliminated.

Outstanding Chiefs, First Class POs Sought For Recruit Training

Applications for duty as recruit training instructors and company commanders by outstanding chief and first class petty officers are desired by BuPers, Circ. Ltr. 143-47 (NDB, 15 August) states.

Qualified men interested in the duty are urgently needed at the naval training centers in Great Lakes, Ill., and San Diego, Calif.

The requests should be submitted to BuPers through official channels, with the recommendation by the commanding officer made without regard to shore duty eligibility or present duties.

In their endorsements, commanding officers are to specify the degree to which each man fulfills the following qualifications:

- Ability to guide and counsel men under him successfully.
- Personality for personal leadership.
- Professional and technical qualifications for instruction duty. A GCT Navy standard score of 55 or higher is desired but BuPers will consider exceptions to the GCT score requirement if personnel are otherwise exceptionally well qualified.
- Ability to speak clearly and distinctly and to write legibly.
- Initiative and ability to work in harmony with others under proper supervision.
- Positive interest in training and improving the proficiency of his subordinates.
- A record of achievement of a high standard of performance.
- Ability to exercise sound judgment.
- Excellence in military bearing and deportment.
- A clear record.

The following information is also required: total time in present cruise, at sea or ashore; Navy service schools attended with dates; the dates of previous requests for shore duty; previous experience as an instructor; and other data considered of value in the selection of enlisted instructors.

First preference will be given personnel of the following rating groups whose names appear on the BuPers shore duty eligibility list: BM, TC, GM, MN, TM, QM, SM and FC. If insufficient requests from personnel in the above category are received, consideration will be given other personnel in accordance with their qualifications.

Men recommended but not immediately ordered to recruit training duty will be placed on a recruit training instructor list.

The directive states that the housing shortage in the vicinity of the naval training centers is being alleviated.



Appointments Revoked By President Listed

Officers whose appointments in the Navy have been revoked by the President were listed in BuPers Circ. Ltr. 154-47 (NDB, 31 August).

The officers listed either declined their appointments or failed to comply with the regulations governing acceptance of appointment within 120 days after the date of publication of the appointment. The letter is one of a series containing revocations of appointments.

Reports Due by 15th On BuPers Alloted Funds

AlNavSta 36-47 requested activities receiving BuPers allotments of 1948 funds to submit monthly reports to be received at the Bureau not later than the 15th of the succeeding month.

Activities who have not complied for the month of July, should forward via air mail the following NavExos to BuPers: 2675, 2676, 2678, and copies of NavSandA forms 870, 884, and 885.

Veterans and Families To Comprise 43 Per Cent Of Population in 1952

Veterans and members of their families will comprise 43 per cent of the population of the United States in 1952 when the ratio reaches its highest point.

The present ratio of veteran-family population to the entire population of the United States is 32 per cent as of 1 Jan 1947, or a total of 46,000,000 veterans and members of their families.

On the first day of 1952, the Veterans Administration estimates, 62,300,000 persons will be veterans or members of their families.

After 1952, the veteran-family population is expected to level off while the total population continues to rise.

The studies were made as a basis for determination of effect on the various Veterans Administration projects for the next 10 years.

In another Veterans Administration estimate, it was predicted that in the year 2000, approximately 3,400,000 World War II veterans will be alive.

At present there are 16,051,000 veterans and potential veterans of World War II.

Military Prep School Open to Naval Personnel

Enlisted personnel of the Navy or the Marine Corps having letters of appointment to the U. S. Military Academy, West Point, may be assigned to the Military Academy Preparatory School, in accordance with Circ. Ltr. 146-47 (NDB, 15 August).

Personnel should submit their requests to the Chief of Naval Personnel (Attn: Pers 826) or to the Commandant of the Marine Corps. Upon receipt of requests, transfers will be effected to the Commandant, Third Naval District, or to the Commanding Officer, Marine Barracks, U. S. Naval Base, Brooklyn, N. Y. From there, men will be given further assignment to the Preparatory School Detachment, 1802d Special Regiment, at the Academy, and if physically qualified, will be processed by Army for admission to the preparatory training school mentioned.

Men found not physically qualified or otherwise disenrolled from the school shall be immediately reordered to ComThree or to COMarBks, U. S. Naval Base, Brooklyn, N. Y., for further assignment.

Former Naval Personnel Living Outside CLUSA May Enlist or Re-enlist

Certain former naval personnel now residing outside CLUSA have been given an opportunity to enlist or re-enlist in the regular Navy, announced Alnav 187-47 (NDB, 31 August).

Eligible are former members of the regular Navy and Naval Reserve, and former USN-Inductees, who:

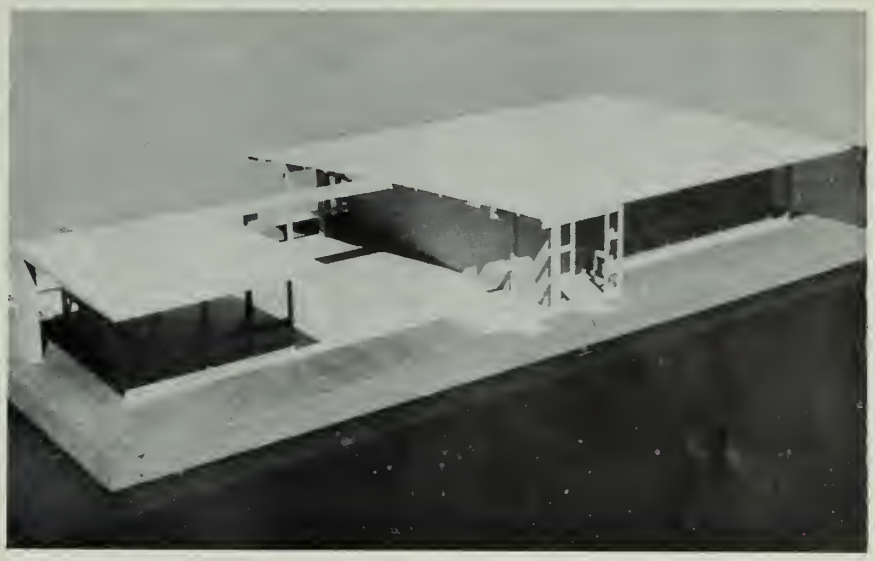
- Had active service during World War II.
- Were honorably discharged or discharged under honorable conditions.
- Have maintained clear police records since discharge or release.
- Are citizens of the U. S. or natives of its insular possessions.
- Qualify physically in accordance with the Manual of the Medical Department.
- Are between 18 and under 31 years of age after deducting all active USN, USNR and USN-I service.
- Attain minimum score of 40 on general classification test.

These men living outside CLUSA may apply for enlistment or re-enlistment in the regular Navy on board any U. S. Navy ship or at any regular Navy activity fully-equipped with messing and berthing facilities, and qualified to conduct physical examinations and process enlistment papers. Men who enlisted in another branch of the armed forces after naval discharge are eligible, provided they were honorably discharged from the latter service for expiration of enlistment or convenience of the government.

The letter said that 17-year-olds must apply at regular Navy recruiting stations in the continental U. S. Listed as not eligible were applicants who are:

- Under 19 years of age with a dependent.
- 19 and under 21 years of age with more than one dependent.
- Over 21 years of age with more than three dependents.

The letter outlined the procedure to be followed by commands recommending applicants by dispatch to BuPers. It was emphasized that enlistment or reenlistment will not be effected prior to receipt of BuPers dispatch on each individual case. The Bureau will specify the rate in which the man may be accepted and the disposition.



INCOMPLETE model of precast concrete houses being erected for enlisted men and their families on Guam. Modern, 6-room bungalow is BuDocks development.

NAVY HOMES BUILT OF PRECAST CONCRETE

SINGLE-STORY duplex bungalows of precast concrete are being built on Guam for use as married enlisted men's houses.

These bungalows contain a living room, dining room, two bedrooms, living porch, service porch and bathroom. Protection from the sun and tropical rains is provided by a wide overhang from the flat roof.

Excellent ventilation is afforded by screened jalousies — shuttered blinds which admit air and light while excluding sun and rain — extending from decks to overheads.

The dwellings are typhoon and earthquake-resisting, fireproof, insect and rodent-proof.

An adaptation of an original BuDocks warehouse design, the concrete houses are easily constructed and are particularly suitable for advanced bases.

This type of construction was first used at the Naval Supply Depot, Mechanicsburg, Pa., for warehouses. Its success was proved in its less costly, speedier and more efficient construction. The mass production method by which the concrete was cast made it economically desirable for use in Navy construction.

With the big problem that came after the war, both as to homes and the material to build them with, BuDocks began experiments with the precast concrete type of structure for personnel buildings and quarters.

First step on the agenda was the designing of a two-story dwelling. The design was then sent to the Pacific Island engineers—the Navy's contractors on Guam—to be adapted for married enlisted men's houses, thus alleviating the housing shortage there.

The contractors used the basic principle of the new construction method, and modified the design to suit the Navy's purposes on the island. Their design was the single-story duplex, calculated to give the best possible quarters for the cost.

Bulkheads, overheads and decks are made of thin but unusually strong precast reinforced concrete panels. The molding, finishing and surface-treating of these panels at or near the housing site simplifies the shipping problem.

The inner panels of the house are assembled by an ingenious combination of bolting, welding and cementing to form a rigid but extremely light frame.

Decks in the dwellings have a cement finish, and the roof is built-up asbestos over rigid insulation.

One of the top features of the Guamanian units is the extensive use of electricity for all services. Kitchens and bathrooms are modern in every respect.

The homes are easy to clean and maintain—adaptable for year 'round living in any part of the world.

FORMER PETTY OFFICERS GET RATING ADJUSTMENT

Certain former petty officers who re-enlisted at ratings lower than those offered to Navy veterans in a recruiting drive from 24 July 1947 to 31 Oct 1947 are now eligible for adjustment in rating according to Circ. Ltr. 144-47 (NDB, 15 August).

The new program adjusts the ratings of certain enlisted personnel holding ratings lower than those held during a previous service period. In these cases, the personnel re-enlisted before the current inducements were offered.

The recruiting drive is designed to bring back into the Navy certain petty officers who previously have been eligible to re-enlist only in a non-rated status.

Personnel affected by the directive are those who, since 15 Aug 1945, were discharged under honorable conditions or honorably discharged:

- From the regular Navy, Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy under broken service in pay grade five between 1 Oct 1946 and 23 July 1947, or shortly after the latter date and prior to the actual receipt at the recruiting station of the applicable recruiting directive.
- From the regular Navy, Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy as MM3 between 7 Mar 1946 and 30 Sept 1946 inclusive.
- From the Naval Reserve or USN-I category and who enlisted or re-enlisted in the regular Navy under continuous service in pay grade five between 1 July 1947 and 23 July 1947 inclusive, or shortly after the latter date and prior to the actual receipt at the recruiting station of the applicable recruiting directive.

Commanding officers were directed to determine which of their personnel meet eligibility requirements for the adjustment. Advancements are authorized when the commanding officers receive Circ. Ltr. 144-47 outlining the procedure and prior to 1 Nov 1947.

Adjustments are to be recorded on page 9x of service records with Circ. Ltr. 144-47 as authority. Duplicate pages are to be forwarded to BuPers (Attn Pers 67) with a combined letter of transmittal.

The directive specifies further details for the advancements under the new directive of personnel in a disciplinary or probationary status.

The list of adjustments in rating for eligible personnel follows. Column 1 lists the rating in which personnel were discharged prior to re-enlistment. Column 2 lists the rates to which the adjustment can be made from lower present ratings.

COLUMN 1	COLUMN 2
CFC	FC2
CFCA	FC2
FC1	FC2
FC2	FC3
FC3	FC3
CRM	RM2
CRMA	RM2
RM1	RM2
RM2	RM3
RM3	RM3
CRDM	RDM2
CRDMA	RDM2
RDM1	RDM2
RDM2	RDM3
RDM3	RDM3
CSF	SF2
CSFA	SF2
SF1	SF2
SF2	SF3
SF3	SF3
ACEM	AEM2
ACEMA	AEM2
AEM1	AEM2
AEM2	AEM3
AEM3	AEM3
ACMMI	AMMI2
ACMMIA	AMMI2
AMMI1	AMMI2
AMMI2	AMMI3
AMMI3	AMMI3
ACMM	AMM2
ACMMA	AMM2
AMM1	AMM2
AMM2	AMM3
AMM3	AMM3
ACMMC	AMMC2
ACMMCA	AMMC2
AMMC1	AMMC2
AMMC2	AMMC3
AMMC3	AMMC3
ACMMF	AMMF2
ACMMFA	AMMF2
AMMF1	AMMF2
AMMF2	AMMF3
AMMF3	AMMF3
ACMMP	AMMP2
ACMMPA	AMMP2
AMMP1	AMMP2
AMMP2	AMMP3
AMMP3	AMMP3
ACM	AM3
ACMA	AM3
AM1	AM3
AM2	AM3
AM3	AM3
ACMMH	AMMH3
ACMMHA	AMMH3
AMMH1	AMMH3
AMMH2	AMMH3
AMMH3	AMMH3
ACRM	ARM2
ACRMA	ARM2
ARM1	ARM2
ARM2	ARM3
ARM3	ARM3
CPR	PR3
CPRA	PR3
PR1	PR3
PR2	PR3
PR3	PR3
CAERM	AERM2
CAERMA	AERM2
AERM1	AERM2
AERM2	AERM3
AERM3	AERM3
CPHOM	PHOM2
CPHOMA	PHOM2
PHOM1	PHOM2
PHOM2	PHOM3
PHOM3	PHOM3
CY	Y2
CYA	Y2
Y1	Y2
Y2	Y3
Y3	Y3
CSK	SK2
CSKA	SK2

372 Contract Reservists May Request Ferry Duty

The 372 Naval Reserve officers serving under aviation contracts expiring between 1 Jan and 30 June 1948 may submit requests for duty with Air Ferry Squadrons 1 and 2, Alnav 181-47 states.

Approximately 100 officers will be selected for this assignment and will be retained on active duty until 30 June 1948. Requests must reach BuPers prior to 15 Nov 1947.

Other officers whose contracts expire between the above dates and who are not selected will be released to inactive duty in December.

COLUMN 1	COLUMN 2
SK1	SK2
SK2	SK3
SK3	SK3
CSKD	SKD2
CSKDA	SKD2
SKD1	SKD2
SKD2	SKD3
SKD3	SKD3
CSKV	SKV2
CSKVA	SKV2
SKV1	SKV2
SKV2	SKV3
SKV3	SKV3
CMUS	MUS3
CMUSA	MUS3
MUS1	MUS3
MUS2	MUS3
MUS3	MUS3
CMM	MM2
CMMA	MM2
MM1	MM2
MM2	MM3
MM3	MM3
CMMS	MMS2
CMMSA	MMS2
MMS1	MMS2
MMS2	MMS3
MMS3	MMS3
CMOMM	MOMM2
CMOMMA	MOMM2
MOMM1	MOMM2
MOMM2	MOMM3
MOMM3	MOMM3
CEM	EM2
CEMA	EM2
EM1	EM2
EM2	EM3
EM3	EM3

Restrictions Placed On Gifts from Overseas

Considerable restriction has been placed on customs free entry of gifts from members of the armed forces on duty overseas, it was pointed out in Alnav 188-47 (NDB, 31 August).

The restrictions are part of Public Law 384 (80th Congress), which provides for a greatly amplified certification by both the sender and a duly appointed certifying officer.

Personnel concerned were cautioned not to forward gift parcels intended for entry free of customs until commands receive and comply with CNO serial 16329P20. This letter, containing Treasury Department regulations for free entry, appears in NDB, 15 Aug 1947. In this way, personnel may avoid refusal of free entry and possibility of assessment of high duty fees.

Speedier Payments to Dependents Will Result From Changes in Family Allowance Procedure

Two changes in the procedure for submitting family allowance applications on form NavPers 668 are the subject of BuPers Circ. Ltr. 173-47 (NDB, 15 September). The changes are as follows:

- Separate applications will be submitted for Class "A" and Class "B" dependents, using NavPers 668 in either case.

- Class "B" applications will be accompanied by completed and signed affidavits from the Class "B" dependent designated to receive payments. This may be a parent, custodian or guardian of Class "B" dependent brothers and sisters.

Correlating the procedural changes, new affidavits are being distributed to all commands. This is expected to decrease the time which elapses between the filing of the application and the receipt of payments by placing the responsibility for furnishing proof of dependency upon the applicant in those cases in which there is entitlement. In addition, it will alleviate the problem of effecting retroactive credits in those cases in which the applications are subsequently disapproved.

Hereafter, applications for Class "A" family allowances will be forwarded to BuPers immediately after preparation and certification. Disbursing officers will enter checkage on the pay record and forward the triplicate (pink) copy of the application to BuSandA, Field Branch, Cleveland, Ohio, in accordance with existing instructions.

An enlisted man applying for Class "B" family allowance will be furnished an affidavit with instructions for its preparation and a return envelope addressed to the applicant. The applicant should be advised to request his dependent to complete and return the affidavit to him at the earliest possible date.

Under the new procedure, Class "B" applications will be prepared and certified in the usual manner except for entering the effective month. The original application and copies are to be placed in the applicant's service record pending receipt of the completed affidavit from the named dependent.

After receiving the completed affidavit, the man will be given the option of electing the effective month of payment, which may be subsequent but in no case prior to the month the original application was prepared and certified.

Checkage for Class "B" allowances will not be entered on the pay record until the affidavit is returned, the man elects the effective month and the triplicate (pink) copy is properly executed by the disbursing officer.

In the event that a lump sum retroactive checkage for family allowance will for any reason impose a hardship on the applicant, authority is granted to liquidate such checkage over a number of months equivalent to the retroactive period.

In liquidating the retroactive family allowance checkage the amounts authorized to be overpaid will be scheduled in item 38 of the pay record in the same manner as an advance in pay to an officer, as illustrated in paragraph 54830, BuSandA Manual, except that the six-month limitation does not apply.

An exception to the above procedure, which requires the affidavit to accompany the application, is authorized where the applicant is serving on foreign duty or is ordered to duty outside the continental United States.

In order to eliminate long mail delays in such cases, the Class "B" application may be submitted immediately to BuPers. In this case, the enlisted person will forward the affidavit to the dependent and request that it be filled out, signed and mailed immediately to BuPers.

To facilitate the return of the affidavit, there should be enclosed with it an envelope addressed to Dependents Welfare Division, Bureau of Naval Personnel, Washington 25, D. C.

Checkage on the pay record will be effected at the time the application is submitted and the triplicate (pink) copy is executed by the disbursing officer and forwarded to the Field Branch.

Commanding officers were advised to take necessary action to give full force to the provisions of Alnav 157-47 in order that family allowance payments to dependents in those cases in which there is entitlement may be expedited to the fullest extent possible.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and Navacts, not as a basis for action. Personnel interested in specific directives should consult Alnav or Navacts files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands.

No. 189—Amends SecNav letter of 22 July 1947 concerning submission of claims by personnel detached from stations outside the United States prior to receipt of per diem allowances.

No. 190—Certain medical officers not entitled to additional $100 monthly pay in accordance with provisions of Public Law 381 pending decision of Comptroller General.

No. 191—Values of commuted rations changed, superseding Alnav 142-47.

No. 192—Training operations over or near common habitats of wildfowl curtailed to cause minimum disturbances of birds and hunters during hunting season (see p. 47).

No. 193—Examinations to select candidates for fire control technician training listed for 30 September.

HOW DID IT START?

Good Luck Coins

"Let's put a couple of coins under the mast for good luck," is often heard whenever a ship is being constructed.

In the old days people believed the dead had to pay their way across the river Styx. In order to have money for their passage, coins



were placed in the mouths of the dead.

As early seafaring men were of a very superstitious nature they believed the placing of coins under the step of the mast would ensure the crew's passage across the river, if the ship met with mishap while at sea.

Today all coins are placed "heads up" under the mast.

Early Discharge Given Personnel Shipping Over

Enlisted USN personnel whose enlistments or extension of enlistment expire before 1 August 1948, may now be discharged during the third, fourth, fifth or sixth month prior to the normal date of expiration of their enlistment for the purpose of immediate re-enlistment, Alnav 195-47 (NDB, 15 September) points out.

The Alnav is a modification of Alnav 147-47.

No. 194 — Amendment to Armed Forces Leave Act of 1946 abolishes terminal leave. In lieu of terminal leave a lump sum settlement will be made on the day of discharge or release from active duty.

No. 195—Modifies Alnav 147-47 (NDB, 15 July) and gives authority to discharge USN personnel whose enlistment or extension expires prior 1 Aug 1948 during the third, fourth, fifth or sixth month prior to expiration of enlistment or extension for convenience of government for purpose of immediate re-enlistment (See p. 56).

No. 196—Announces provisions for professional examinations of lieutenants junior grade (MC).

No. 197 — Establishes provisions for two months early discharge of all regular Navy enlisted personnel whose normal date of expiration of enlistment occurs on or after 1 Oct 1947 (See p. 49).

No. 198 — First of a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381 (80th Congress) (See p. 47).

No. 199—Announces that Secretary Forrestal took oath of office as Secretary of Defense.

No. 200 — Second of a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 201 — Message to all Navy personnel from SecNav John L. Sullivan.

No. 202 — Promulgates permanent and temporary appointments of officers of MarCorps and MarCorps reserve effected pursuant Public Law 381.

No. 203—Third of a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 204 — Message from Secretary of Defense Forrestal upon leaving Navy.

No. 205 — Modifies BuPers Circ. Ltr. 102-47 regarding extension of enlistment for obligated service to meet service requirements for special duties (See p. 47).

No. 206 — Rescinds provisions of Alnav 339-45 and 515-46.

No. 207 — Fourth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 208—Fifth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

No. 209—Directs that all persons traveling under cognizance of Navy Department shall be immunized against cholera prior to embarkation for Egypt.

No. 210—Sixth in a series of Alnavs announcing appointments in the various grades of the line and staff of the regular Navy and naval reserve in accordance with Public Law 381.

NAVACTS

No. 19—Announces requests are desired for lighter than air flight training from commissioned officers of the regular Navy.

No. 20—Applies to employment of stewards branch ratings in individual quarters of officers on shore.

Transfer Applications May Be Reconsidered

Previously disapproved requests for transfer to the Organized Reserve by Volunteer Reserve officers, who have participated in Organized Reserve activities under temporary assignment, may be reconsidered by a BuPers selection board upon special recommendation by commandants of naval districts and river commands, NRMAL 34-47 states.

Commandants will forward the recommendation, based upon excellent performance of duty with the Organized Reserve for a reasonable length of time, accompanied by a special fitness report on form NavPers 937.

DECORATIONS & CITATIONS

Second Citation To PatBomRon 104 For Combat Record

A second Presidential Unit Citation has been awarded Navy Patrol Bombing Squadron 104 for its outstanding combat record against enemy forces and installations in the Southwest Pacific area from 6 Nov 1944 to 7 June 1945.

Conducting extremely long-range search and reconnaissance missions in heavily-defended enemy territory, PatBomRon 104 caused considerable damage to the enemy, sinking a total of 110 ships, damaging 152 others including a battleship, destroying 32 planes and probably damaging 36 additional aircraft. Although seriously handicapped by operational hazards, maintenance difficulties, and repeated enemy air attacks on Tacloban airstrip and base on Leyte Island, the pilots, aircrewmen and ground forces were instrumental in closing enemy strong-holds to Japanese shipping.

Lieutenant Whitney Wright, USN, of Waterville, Me., was CO of the squadron during the period covered by the citation.



First award:

★ BARNARD, Lloyd G., LCDR, USNR, Donna, Tex.: As pilot and flight leader in Air Group 2, attached to USS *Hornet*, LCDR Barnard participated in action against the Japanese in the vicinity of the Bonin Islands on 15 June 1944. Leading his seven-plane flight in a fighter sweep in the area, he carried out repeated attacks against a superior number of enemy planes, destroying five of the 17 accounted for by his flight.

★ BASKETT, Thomas S., CDR (then LCDR), USN, Noank, Conn.: As CO of USS *Tautog*, CDR Baskett distinguished himself on a war patrol of the submarine in Japanese-controlled waters from 17 Apr to 21 May 1944. In spite of bad weather conditions and enemy aerial opposition, he maneuvered his vessel through strong enemy escort screens to launch repeated torpedo attacks and sink four Japanese freighters. Although severely depth-charged, he evaded the enemy and brought the *Tautog* safe to port.

★ BOLES, Roger S., LT, USNR, Santa Paula, Calif.: As flight leader in FitRon 19, attached to USS *Lexington*, LT Boles participated in action against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Leading his group through difficult weather conditions while supporting a bombing and torpedo strike over enemy territory, he directed relentless strafing raids on enemy surface units and enabled our bombers and torpedo craft to score damaging hits on a battleship and three cruisers. He flew through intense antiaircraft fire and delivered heavy strafing attacks on two battleships and a destroyer, reducing the Japanese fire and permitting our bombers to press home successful attacks.

★ CARMICHAEL, Robert L., LT (then LTJG), USNR, Evanston, Ill.: As pilot in Air Group 1, attached to USS *Yorktown*, LT Carmichael flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike against an enemy carrier, he launched a divebombing attack which resulted in the scoring of three direct and two probable hits on a Japanese warship. With his fuel nearly exhausted, he succeeded in making a safe night carrier landing.

★ CONLEY, Thomas F. Jr., CAPT, USN, Rosemont, Pa.: As CO of an attack section of DesRon 56, CAPT Conley participated in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Leading his section through intense and prolonged gunfire in a night torpedo attack against the flank of an advancing column of enemy battleships, cruisers and destroyers, he placed the section in such a position that it was able to deliver a well-executed attack and retire without damage to his units.

★ CRENSHAW, James R. Jr., LT (then LTJG), USNR, Orlando, Fla.: As pilot in TorpRon 1, attached to USS *Yorktown*, LT Crenshaw flew in action against major units of the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Participating in a strike against an enemy carrier, he flew through intense antiaircraft fire and strong fighter opposition and, with other members of his squadron, made a torpedo close range attack which resulted in two direct hits on the carrier. Although his plane was hit and seriously damaged by a heavy antiaircraft shell, he returned to his task group and made a safe landing on his carrier after nightfall.

★ CUSHMAN, Kent M., LCDR (then LT), USNR, Norfolk, Va.: As pilot of a plane in TorpRon 16, attached to USS *Lexington*, LCDR Cushman participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Leading his section in long-range attack on major units of the



USS S-44

SUBMARINE HONORED FOR SINKING JAP CRUISER

The Navy Unit Commendation has been awarded USS S-44 for her outstanding combat record in the Solomon Sea Area from 12 May to 10 Aug 1942.

S-44 made her first, second, third and fourth war patrols in that area during the period of crisis for allied naval vessels when Japanese air and sea power was at its height. She destroyed the 5,644-ton *Shoei* on the first and the 2,626-ton *Keijo* on the second war patrol. On the day following the Battle of Savo Island, she engaged in battle with the Japanese heavy cruiser *Kako* as she was returning to the homeland after destroying four Allied cruisers. She fought well, despite her age and obsolete design, and succeeded in sinking the cruiser.

Captain John R. Moore, USN, of Sharon, Tenn., was CO of the S-44 at the time.

★ DECORATIONS

Navy Cross (Cont.)

enemy fleet, he maneuvered his plane to evade determined fighter resistance and antiaircraft fire in the action and, striking at a large carrier, scored two direct bomb hits on the bow of the carrier which eventually sank. Completing the mission, LCDR Cushman succeeded in returning with his flight to his task group under extremely adverse conditions.

★ DEAN, William A. Jr., CDR, USN, Coronado, Calif.: As pilot and squadron leader in Air Group 2, attached to USS *Hornet,* CDR Dean flew in action against the Japanese in the Pacific on 11 and 20 June 1944. Despite adverse weather conditions and enemy antiaircraft fire while leading a strike against enemy airfields in the Marianas, he engaged the enemy directly over the field, personally destroying four fighters of the 23 planes accounted for by his flight. Leading his squadron against the Japanese in the First Battle of the Philippine Sea, he provided air coverage enroute to the target and, despite intense enemy fighter opposition, carried out an attack and scored a direct hit on a large carrier.

★ EASTMOND, Richard T., LT, USNR, Salt Lake City, Utah: As a pilot in FitRon 1, attached to USS *Yorktown,* LT Eastmond flew in action against the Japanese during the First Battle of the Philippine Sea on 19 June 1944. Leading his division in the interception of enemy aircraft that were attempting to strike at our warships, he attacked the planes and personally shot down four.

★ GLACKEN, George T., LT (then LTJG), USNR, Fort Wayne, Ind.: As pilot of a dive bomber in BomRon 16, attached to USS *Lexington,* LT Glacken flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Participating in a long-range attack on units of the Japanese fleet, he maneuvered his plane to evade determined fighter opposition and assisted essentially in the sinking of a large carrier, in the probable sinking of another carrier, and in shooting down two enemy fighter planes. After completing this critical mission, LT Glaken succeeded in making the long flight back to base and in landing safely on the *Lexington.*



CDR Dean



LT Eastmond



LT Glacken



LT Helmuth

★ HELMUTH, Lawrence E., LT (then LTJG), USNR, Lakewood, Ohio: As pilot of a torpedo plane in TorpRon 11, attached to USS *Hornet,* LT Helmuth flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. In the face of accurate and intense antiaircraft fire, he pressed home his attack and scored two direct bomb hits on a Japanese battleship.

★ ISSITT, Donald K., LCDR (then LT), USNR, Hollywood, Calif.: As pilot of a bomber in CompRon 5, attached to USS *Kitkun Bay,* LCDR Issitt flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. In spite of intense antiaircraft fire, he pressed home a bombing attack on a large enemy unit, consisting of battleships and cruisers, scoring three hits on a heavy cruiser and contributing to its imminent sinking. He was greatly responsible for forcing the Japanese to withdraw and cease shelling six helpless escort carriers and destroyer escorts.

★ JONES, Howard, LT (then LTJG), USNR, Fulton, Ky.: As a pilot in Air Group 1, attached to USS *Yorktown,* LT Jones flew in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a daring strike on an enemy aircraft carrier, he fought his plane against enemy intercepting aircraft and, going in low despite antiaircraft fire, launched a dive-bombing attack which resulted in the scoring of three direct and two probable hits on enemy warships. With his fuel exhausted, he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer.

★ KIECHLIN, Robert J., LT (then LTJG), USNR, Brooklyn, N. Y.: As boat wave commander of amphibious tractors during operations against the Japanese on Botio Island, Tarawa Atoll, Gilbert Islands on 20 Nov 1943, LT Kiechlin distinguished himself during the initial assault on the strongly-defended territory. He assembled, directed and guided this wave of amphibious tractors to the beach in the face of intense Japanese machine gun fire from the shore and the pier. After the landing he cooperated with the boat control officer for four days in controlling and dispatching craft despite continuous opposition.

★ KIMBREL, Robert W., LT (then LTJG), USNR, Charlotte, N. C.: As pilot in Air Group 1, attached to USS *Yorktown,* LT Kimbrel participated in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. In the face of intense antiaircraft fire from enemy warships and strong enemy fighter opposition, he participated in a determined glidebombing attack which resulted in at least three direct hits on a large enemy aircraft carrier.

★ LINDSTROM, Ross A., LTJG, USNR, Roberts, Idaho: As pilot of a torpedo plane in CompRon 81, attached to USS *Katoma Bay,* LTJG Lindstrom flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack by major units of the enemy fleet, he carried out an unsupported attack against a group of enemy heavy cruisers in company with two other planes. Despite the enemy antiaircraft fire from the warships, he contributed to the infliction of damage on the leading cruiser at a time when the enemy ships were shelling our escort carriers.

★ MAYOCK, Frank, LT (then LTJG),



LCDR Barnard



LT Carmichael



LT Crenshaw



LCDR Cushman



LCDR Issitt



LT Jones



LT Kiechlin



LT Kimbrel



LT Lindstrom



LT Mayock



LT Nathan



CDR Nisewaner

USNR, Philadelphia, Pa.: As a pilot in a torpedo squadron, attached to USS *Yorktown,* LT Mayock participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. In the face of antiaircraft fire and fighter opposition, he fought his plane in a close range torpedo attack which resulted in two torpedo hits on an enemy carrier. After releasing his torpedo, he fought off several attacking enemy fighters and navigated his plane to his task group after nightfall.

★ NATHAN, Claude C. Jr., LT (then LTJG), USNR, Paris, Tex.: As pilot of a torpedo-bomber and division leader in CompRon 27, attached to USS *Savo Island,* LT Nathan participated in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. He skillfully led his torpedo division through a barrage of antiaircraft fire to score two hits on an enemy carrier.

★ NISEWANER, Terrell A., CDR, USN, Claremore, Okla.: As CO of USS *Albert W. Grant,* CDR Nisewaner fought in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Participating in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through intense and prolonged fire to launch a well-executed attack. When his ship was severely damaged in the action, he supervised repairs and damage control operations which enabled the vessel to proceed under its own power and, in addition, personally entered the flooded and burning engine room to rescue several wounded men trapped below.

★ O'KANE, Richard H., CDR (then LCDR), USN, San Rafael, Calif.: As CO of USS *Tang,* CDR O'Kane distinguished himself during a war patrol of the vessel in Japanese-controlled waters. Maneuvering his ship into favorable position to strike at enemy shipping, he launched his attacks in the face of heavy enemy countermeasures to sink five Japanese vessels, two of these being a valuable submarine and a capacity-loaded tanker. Although severely depth-charged during the course of his attacks, he succeeded in bringing the *Tang* to port without serious injury to the ship or crew.

★ REGESTER, Richard P., LT (then LTJG), USN, Upper Darby, Pa.: As pilot in Air Group 1, attached to USS *Yorktown,* LT Regester flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a daring strike on an enemy carrier, he fought his plane against enemy intercepting aircraft and, going low despite antiaircraft fire, launched a divebombing attack which resulted in the scoring of three direct and two probable hits on a Japanese aircraft carrier.

★ REICHEL, John D., LT (then LTJG), USNR, Coneaut, Ohio: As pilot of a dive bomber in BomRon 16, attached to USS *Lexington,* LT Reichel participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying in a long-range attack on major units of the Japanese fleet, he maneuvered his plane to evade fighter opposition and antiaircraft fire and assisted essentially in the sinking of a large enemy aircraft carrier, in the probable sinking of another one and in shooting down two enemy fighter planes. Upon finishing this mission, he succeeded in completing the long return flight to base and in effecting a safe night landing aboard the *Lexington.*

★ SIGMAN, William H., LTJG (then ENS), USNR, Covington, Ga.: As pilot of a dive bomber in BomRon 9, attached to USS *Yorktown,* LTJG Sigman flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense antiaircraft fire and a low cloud cover that obscured the target, he pressed home an attack against units of the enemy fleet, including a battleship, cruiser and screening destroyers, scoring direct hits amidships on the cruiser, thus contributing materially to its sinking.

★ VRACIU, Alexander, LCDR (then LTJG), USNR, East Chicago, Ind.: As pilot of a fighter plane in FitRon 6, attached to USS *Hancock,* LCDR Vraciu fought during operations against the Japanese in the vicinity of the Marianas on 12, 14 and 19 June 1944. Participating in a strike against enemy shipping in the harbor, he dived through enemy antiaircraft fire to sink a large merchant ship by a direct hit on the stern. With his task force subsequently under attack by a superior force of enemy planes, he struck at the bombers and, despite fighter opposition, shot down six, and broke up a concentrated enemy attack. Flying escort for bomber and torpedo planes on a long-range strike against the Japanese fleet, he closed with a group of enemy fighters, blasting one from the sky and severely damaging another to enable our forces to sink a Japanese carrier.



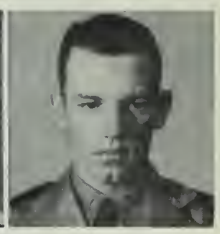
LT Regester



LT Reichel



LCDR Vraciu



LTJG Wilson

★ WILSON, David L., LTJG, USNR, Alton, Ill. (posthumously): As pilot in Air Group 1, attached to USS *Yorktown,* LTJG Wilson fought in action against the Japanese during the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to take part in a strike against an enemy carrier, he fought against enemy intercepting planes and, going in low in spite of intense antiaircraft fire, launched a torpedo attack which resulted in three direct and two probable hits on the enemy warships. With his fuel exhausted he succeeded in making a safe water landing at night and was later rescued by a friendly cruiser.



First award:

★ ROSENDAHL, Charles E., VADM, USN (Ret), Toms River, N. J.: As chief of naval airship training and experimentation from 15 May to 14 Aug 1945, Vice Admiral Rosendahl contributed materially to the airship program. Instituting vigorous measures to correct past training deficiencies, he established the airship training program on a sound basis and set up from 75 to 100 experimental projects in the general categories of flight, engineering, electronics and laboratory. In addition, from 10 Sept 1943, as special assistant (LTA) to Deputy CNO (Air), he was the principal adviser on lighter-than-air matters.



VADM Rosendahl

★ DECORATIONS



Gold star in lieu of second award:

★ FYFE, John K., CDR (then LCDR), USN, Sarasota Beach, Fla.: Assistant approach officer, USS *Sandlance*, first war patrol, Japanese waters, 8 Feb to 23 Mar 1944.

★ GALANTIN, Ignatius J., CDR (then LCDR), USN, New London, Conn.: CO, USS *Halibut*, sixth war patrol, Japanese waters, 20 Aug to 16 Sept 1943.

★ HAUCK, Philip F., CDR, USN, Annapolis, Md.: CO, USS *Bennett*, Guam, 20 July 1944; Palau Islands, 30 Mar to 1 Apr 1944; First Battle of the Philippine Sea, June 1944.

★ NELSON, Harry A., LTJG (then ENS), USN, Marcus, Iowa: Pilot, FitRon 20, USS *Lexington*, Battle for Leyte Gulf, 25 Oct 1944.

★ SCHUMACHER, Vincent E., CDR (then LCDR), USN, Birmingham, Ala.: Approach officer, USS *Thresher*, 11th war patrol, Japanese waters, 30 Dec 1943 to 18 Feb 1944.

★ WARD, Robert E. M., CDR (then LCDR), USN, Santa Barbara, Calif.: CO, USS *Sailfish*, 11th war patrol, Japanese waters, 7 July to 6 Sept 1944.

★ WILSON, Clark L. Jr., LCDR (then LT), USNR, Riverside, Calif.: Assistant approach officer, USS *Sawfish*, eighth war patrol, Japanese waters, 9 Sept to 8 Nov 1944.

First award:

★ AUSTIN, Marshall H., CDR (then LCDR), USN, Atlus, Okla.: CO, USS *Redfin*, third war patrol, Japanese waters, 26 May to 14 July 1944.

★ BAGBY, Oliver W. Jr., CDR (then LCDR), USN, Mystic, Conn.: Assistant approach officer, USS *Bang*, first war patrol, Pacific, 29 Mar to 14 May 1944.

★ BARGE, Roland, CHCARP (then CARP), USNR, Oakland, Calif.: Member, UDT, bombardment and assault, Japanese-held island, 17 to 21 July 1944.

★ BREWSTER, Edward D., CDR, USNR, College Station, Tex.: CO, UDT 1, Kwajalein, 31 Jan to 5 Feb 1944; Eniwetok, 17 to 22 Feb 1944.

★ BROWN, Galen C., LCDR (then LTJG), USN, Catalina Island, Calif.: Boat traffic control officer, Tarawa, 20 to 24 Nov 1943.

★ BURNETT, Howard R., LT, USNR, Coldwater, Kan. (posthumously): Pilot, attached to USS *Enterprise*, Battle of Santa Cruz, 26 Oct 1944.

★ BURWELL, Water B., LT, MC, USNR, Henderson, N. C.: MO, USS *Suwanee*, Leyte Islands, 25 to 28 Oct 1944.

★ BUXTON, Harold A., LT (then LTJG), USNR, Concord, Mass.: Pilot, TorpRon 8, USS *Bunker Hill*, First Battle of the Philippine Sea, 20 June 1944.

★ CALLAHAN, George H., LT (then LTJG), USNR, Glen Ridge, N. J.: CO, USS *LCI (L) 441*, Marshall Islands, 22 Feb 1944.

★ CLARK, Joseph J., RADM (then CAPT), USN, Jacksonville, Fla.: CO, USS *Yorktown*, CenPac, 31 Aug to 5 Dec 1943.

★ CORWIN, Stanley J. Jr., LT, USN, Madswaska, Me.: OD, USS *Sailfish*, 12th war patrol, Japanese waters, 26 Sept to 11 Dec 1944.

★ CRAFT, James P. Jr., CDR, USN, Shellman, Ga.: CO, USS *Roe*, and commander of a task unit of destroyers, CenPac, 24 Dec 1944.

★ CROWE, Thomas W. Jr., LTJG (then ENS), USNR, Columbia, Tenn.: Conspicuous heroism, on board LCI(L) 487, Normandy beach, 6 June 1944.

★ DAVIS, Richard K., LCDR (then LT), USNR, Erie, Pa.: OD, USS *Peto*, seventh war patrol, 23 Oct to 6 Dec 1944.

★ DAWES, Laurens D., CDR, USNR, Minneapolis, Minn.: Flag lieutenant, ComTransDiv 4, Gilbert Islands, 20 Nov 1943.

★ EVANS, Max, LT (then LTJG), USNR, Detroit, Mich.: CO, LCT 257, Netherlands New Guinea, 27 May to 8 June 1944.

★ EWING, James W., LTJG, USN, Fowler, Colo.: Pilot, FitRon 80, USS *Hancock*, Tokyo Area, 16 Feb 1945.

★ FANER, Joseph F., LCDR (then LT), USNR, Waterford, Pa.: Diving officer, USS *Sawfish*, seventh war patrol, Japanese-controlled waters.

★ FISCHER, Harry F., LCDR (then LT), USN, Vallejo, Calif.: Diving officer, USS *Thresher*, 11th war patrol, Japanese waters, 30 Dec 1943 to 18 Feb 1944.

★ FORTSON, Thomas N., LT (then LTJG), USNR, Columbia, S. C.: Heroic action while serving in USS *LCI(L) 365*, Eniwetok, 22 Feb 1944.

★ GARRISON, Paul B., LCDR, USNR, Hinkley, Calif.: Pilot and division leader, CompRon 5, USS *Kitkun Bay*, Battle off Samar, 25 Oct 1944.

★ GORDON, Wilbur L., CHCARP, CEC, USNR, Houston, Tex.: Member, UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

★ HARTMAN, Irwin S., CDR, USN, Columbia City, Ind.: CO, USS *S-41*, sixth war patrol, Japanese waters, 15 May to 15 June 1943.

★ HARTT, William J., LT (then LTJG), USNR, Springfield, Mass.: CO, LCT 5, Biak, Netherlands New Guinea, 27 May to 5 June 1944.

★ HAWKS, William L., LT (then LTJG), USNR, Euclid, Ohio: Gallantry as member of UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

★ HOFFMAN, Walter B., LTJG, CEC, USNR, Portland, Ore.: Gallantry as member of UDT, bombardment and assault of Pacific island, 17 to 21 July 1944.

★ HOOPER, Seldon G., CAPT (then CDR), USN, Coronado, Calif.: CO, USS *Uhlmann*, Palau, 6 Sept 1944; Mindanao and Visayas, 9 to 14 Sept 1944; Luzon, 21 to 22 Sept 1944; Nansei Shoto and Formosa, 24 to 26 Oct 1944.

★ HUNNICUTT, James L., CDR (then LCDR), USN, Olympia, Wash.: Assistant approach officer, USS *Tinosa*, sixth war patrol, Japanese waters, 29 Mar to 15 May 1944.

★ JANCAR, Arnost, LTJG, USNR, San Gabriel, Calif.: Pilot, BomRon 19, USS *Lexington*, Philippines, 5 Nov 1945.

★ JULIAN, William D. Jr., LTJG (then ENS), USNR, Crockett, Tex.: OinC, USS *LCT(6) 541*, invasion of France, 6 June 1944.

★ KEYES, Cole J., LT, USNR, Peru, Ind.: Intrepidity while serving in LCI(L) 440, Eniwetok, Marshall Islands, 22 Feb 1944.

★ MACAULAY, Arthur Jr., LCDR (then LT), USNR, Savanah, Ga.: Group commander leading LCT task force, assault on Normandy, 6 and 7 June 1944.

★ MARTIN, Farar B. C., CAPT (then CDR), USN, Norfolk, Va.: Convoy commander, LCI Flot 8, Philippines, 11 and 12 Dec 1944.

★ MCCORKLE, William H., LCDR (then LT), CHC, USNR, Lexington, N. C.: Chaplain, Second Raider Battalion, 4th Marines, Bougainville, Solomon Islands, 1 Nov 1943.

★ MCCUAIG, Alfred C., LT, USNR, Alma, Mich.: Pilot, PatBomRon 123, off coast of Japanese homeland, 4 June 1945.

★ MCNITT, Robert W., CDR (then LCDR), USN, Perth Amboy, N. J.: Assistant approach officer, USS *Barb*,

SUPPORT LANDING CRAFT CITED FOR ACTION

The Navy Unit Commendation has been awarded USS LCS(L) 118 for her services while operating in support of radar picket ships during the Okinawa campaign from 1 Apr to 6 June 1945.

When an LST carrying approximately 300 Marines, together with their combat equipment and stores of several types of explosives, ammunition and gasoline was crashed and set afire by a kamikaze, LCS(L) 118 immediately proceeded to within 50 feet of the abandoned craft. Fire-fighting equipment was directed into the blaze, personnel boarded the ship to fight the flames and the LST was saved for further service.

LSC(L) 118 fought off a Japanese suicide plane attack on 4 May, shot down two of the attacking planes and rescued 114 survivors from a friendly destroyer and an LSM which had been sunk. She withstood an intense aerial attack on 3 and 6 June and splashed a Japanese plane during each engagement.

Lieutenant Peter F. Gilmore, USNR, Tonopah, Nev., was CO of the vessel at the time.

eighth war patrol, Japanese waters, 21 May to 3 July 1944.

★ McWETHY, Robert D., LCDR (then LT), USN, Key West, Fla.: Torpedo officer and special equipment officer, submarine on a war patrol in the Pacific.

★ MILLER, Jim D., LCDR, USN, Los Angeles, Calif.: Assistant approach officer, USS *Spearfish*, 10th war patrol, Japanese waters, 17 Jan to 29 Feb 1944.

★ MILLER, Wallace J., CAPT (then CDR), USN, Annapolis, Md.: CO, destroyer screen, Japanese waters, 13 to 17 Oct 1944.

★ MITCHELL, William V., LT, USN, Clanton, Ala.: Diving officer, USS *Bluefish*, sixth war patrol, Japanese waters, 22 July to 14 Sept 1944.

★ MOLUMPHY, George G., CDR, USN, Oklahoma City, Okla.: CO, USS *Skipjack*, war patrol in Japanese waters.

★ PARRISH, Elbert W., LT (then LTJG), USNR, Jesup, Ga.: Pilot, BomFitRon 80, USS *Hancock*, Pacific, 17 Feb 1945.

★ PHILLIPS, Logan J., LT (then LTJG), USNR, Long Island, N. Y.: Pilot, TorpRon 8, USS *Bunker Hill*, First Battle of the Philippine Sea, 20 June 1944.

★ RABENSTEIN, Howard P., LT, USNR, Geneva, Ohio: Heroic action while serving in USS *LCI(L) 442*, Marshall Islands, 22 Feb 1944.

★ SANDVIGEN, Ralph E., LCDR (then LT), USNR, Tacoma, Wash.: CO, USS *LST 552*, POA.

★ SCANLAND, Francis W. Jr., CDR (then LCDR), USNR, Sarasota Beach, Fla.: CO, USS *Hawkbill*, first war patrol, Japanese waters, 9 Sept to 10 Oct 1944.



Gold star in lieu of fourth award:

★ LOUD, Wayne R., CAPT, USN, San Diego, Calif.: Task group commander, Japanese waters, September to November 1945.

Gold star in lieu of second award:

★ DOYLE, Austin K., RADM (then CAPT), USN, Pensacola, Fla.: CO, USS *Hornet*, Mindoro, Formosa, Luzon, 30 Nov 1944 to 25 Jan 1945.

★ EDSON, Stephen R., CAPT, USN, Chevy Chase, Md.: Supply officer, staff of a task force commander, invasion of France, August 1944.

★ KETCHAM, Dixwell, RADM (then COMO), USN, Alameda, Calif.: ComFairWing 1, task group commander under Com3dFlt, western Pacific, Philippines and South China Sea, in support of central and southwest Pacific amphibious operations, 10 Sept 1944 to 26 Jan 1945.

★ SCOTT, David D., CDR, USN, Webster, S. D.: Assistant gunnery officer, senior naval gunfire liaison officer on staff of a naval task force commander, invasion of France, August 1944.

QUIZ ANSWERS

Answers to Quiz on Page 19

1. (b) It is the world famous Skystreak.
2. (a) It has set a new world's record of 650.6 miles per hour.
3. (c) He is operating a portable winch.
4. (c) A pilot can lay down an effective man-made cloud with this smoke tank.
5. (b) It is USS *Fury*, a patrol gunboat.
6. (a) Usually patrolling around harbor and port entrances.

★ WILSON, Edward W., CDR, USNR, Pittsburgh, Pa.: Commander of an assault group, landing on Cherbourg, France, 6 to 24 June 1944.

First award:

★ ARMSTRONG, Robert G., CAPT, USN, Larchmont, N. Y.: CO, USS *St. George*, and commander of a naval search and reconnaissance task unit, central and western Pacific, 28 Nov 1944 to 15 Apr 1945.

★ BELLERBY, Russell J., CAPT, USN, St. Petersburg, Fla.: Executive officer of an attack transport and member of the staff of a transport group commander, POA, during World War II.

★ BENSON, William L., CAPT, USN, Washington, D. C. :ComDesDiv 34, Bay of the Seine, Normandy, 6 June to 4 July 1944.

★ BUSBEY, Leroy W. Jr., CAPT, USN, Washington, D. C.: CO, USS *Salt Lake City*, Marshall Islands, 23 Jan to 17 Mar 1944.

★ CARTER, Robert F., CAPT (then CDR), USNR, Willis, Tex.: Port director and CO, advanced naval station, Borabora, Samoan Islands, 17 Dec 1942 to 25 Nov 1943.

★ CLARK, David H., CAPT, USN, Henderson, Ky.: Staff member of CinCPac and later as assistant fleet maintenance officer, April 1942 to August 1943.

★ COLLINS, Howard L., CAPT, USN, Washington, D. C.: Assistant operations officer and later as operations officer on the staff of CinCPac, 10 Mar 1941 to 11 Jan 1945.

★ CONNOLLY, Joseph A., CAPT, USN, Palo Alto, Calif.: ComSubDiv 45 and ComSubRon 22, February 1941 to 9 Sept 1944.

★ DOUGHERTY, Joseph E., CDR (then LCDR), USN, Philadelphia, Pa.: CO, PatBomRon 21, POA, 10 Sept 1944 to 16 Apr 1945.

★ ERCK, Charles F., CAPT, USN, San Francisco, Calif.: ComSubRon 10, operations against Japanese, 12 Oct 1943 to 13 Oct 1944.

★ FARRELL, Leo B., CAPT, USN, New York City: CO, USS *Markab*, forward Pacific areas, January 1944 to April 1945.

★ FIELD, John A., CDR (then LCDR), USNR, Newark, N. J.: Engineering officer, USS *Santee*, Battle for Leyte Gulf, 25 Oct. 1944.

★ FISHER, Allan J., LCDR (then LTJG), USN, Ontario, Calif.: Senior American officer, Japanese POW camp, Macassar, Celebes, 2 Oct 1943 to 26 July 1945.

★ FRANCIS, Duncan F., CDR (then LCDR), USNR, Philadelphia, Pa.: CO, USS William C. Miller, POA, 14 July 1944.

★ GOGGINS, William B., CAPT, USN, Arlington, Va.: OinC, Pacific Fleet radio unit, POA, 28 Oct 1942 to 5 Jan 1945.

★ GOLD, Pleasant D., CAPT, USN, Bethesda, Md.: Maintenance officer, ComServRon 10, central and western Pacific, 11 Sept 1944 to 1 June 1945.

★ HOGLE, Raynold D., CAPT (then CDR), USN, Fort Worth, Tex.: Chief of staff to the commander of a task group attached to the fast carrier task forces, POA, 16 Jan to 26 June 1944.

★ JOHANSEN, John M., LT (then ENS), USN, Warrington, Fla.: Heroic service while serving in USS *Santee*, Battle for Leyte Gulf, 25 Oct 1944.

★ KENT, Walter Jr., LCDR, USN, Honolulu, T. H.: Communications officer, staff of Com2dCarTaskFor, Pacific, 18 Aug 1944 to 25 Jan 1945.

★ KILAND, Ingolf N., RADM, USN, Coronado, Calif.: Com7thPhibFor, Pacific, 24 Nov 1944 to 17 Jan 1945.

★ McGIVERN, Charles F., CDR (then LCDR), USN, Annapolis, Md.: CO, USS *Sea Devil*, fourth war patrol, East China and Yellow Sea areas, 19 May to 15 July 1945.

★ MERRITT, Clinton J., LT, USN, Calhoun Falls, S. C.: OD, USS *Petrof Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ NEWELL, Lyman T., CDR (then LCDR), USNR, Washington, D. C.: Communications officer, staff of a task group commander, western Pacific area, 29 Aug 1944 to 25 Jan 1945.

★ O'BEIRNE, Emmet, CAPT (then CDR), USN, Arlington, Va.: Executive officer, USS *Sangamon*, SoWesPac, 12 Oct to 3 Nov 1944.

★ OLDENDORF, Jesse B.. VADM (then RADM), USN, Downey, Calif.: CO, fire support group, assault and occupation of islands in Marshalls.

★ PARE, Edward E., CAPT, USN, Baltimore, Md.: Commander of a task group, CenPac, 11 Jan to 15 Aug 1944.

★ PLAGE, Henry L., CDR (then LCDR), USN, Atlanta, Ga.: CO, USS *Taberer*, western Pacific, 18 to 20 Dec 1944.



Gold star in lieu of third award:

★ McCUSKEY, Elbert S., LCDR, USNR, Seattle, Wash.: Pilot of a fighter plane, FitRon 8, USS *Bunker Hill*, Formosa, 12 Oct 1944.

Gold star in lieu of second award:

★ BELLSEY, Albert Y., LCDR (then LT), USNR, Williamsport, Pa.: Commander of Liberator, search mission, SoWesPac, 9 Oct 1944.

★ COLEMAN, Joseph L., LTJG, USN, Atlanta, Ga.: Pilot in operations against

★ DECORATIONS

D. F. C. (Cont.)

Japanese, Nansei Shoto area, 6 May to 13 June 1945.

★ COLLINS, John J., LCDR, USNR, Long Island, N. Y.: Pilot in FitRon 15, USS *Essex*, Battle for Leyte Gulf, 25 Oct 1944.

★ CROCKETT, Thomas L., LTJG (then ENS), USNR, Hollywood, Calif.: Pilot of fighter plane in FitRon 24, USS *Santee*, Ryukyu Islands, 11 May to 13 June 1945.

★ HARTMAN, Earl E., LCDR (then LT), USNR, Arkansas Pass, Tex.: Pilot operating against Japanese, Nansei Shoto, 6 May to 11 June 1945.

★ JORDON, William F., LT, USNR, Knights-town, Ind.: Pilot, CompRon 91, USS *Makin Island*, Ryukyu Islands, 26 Mar to 29 May 1945.

★ LEWIS, Harry G., LTJG (then ENS), USNR, Bellevue, Wash.: Pilot in TorpRon 2, USS *Hornet*, Philippines, 21 Sept 1944.

★ ROBINSON, Ross F., LTJG (then ENS), USNR, St. Paul, Minn. (posthumously): Pilot, Air Group 2, USS *Hornet*, Bonin Islands, 24 June 1944.

First award:

★ ALBERT, Walter H., LTJG, USNR, Braintree, Mass.: Pilot, FitRon 16, USS *Lexington*, Marianas, 16 and 19 June 1944.

★ ANDREWS, William R., LTJG, USNR, Woodbury, N. J.: Pilot, escort torpedo plane, CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, 17 Feb to 2 Apr 1945.

★ ARNOLD, Charles D., LTJG, USNR, Sweet Home, Ore.: Pilot, CompRon 99, USS *Hoggatt Bay*, Ryukyu Islands, 18 May to 22 June 1945.

★ BARGI, Alfred A., ENS, USNR, Detroit, Mich. (posthumously): Pilot, CompRon 86, USS *Bismarck Sea*, Philippines, Nov 1944 to 21 Feb 1945.

★ BARTLES, William H., LT (then LTJG), USN, Enumclaw, Wash.: Pilot, CompRon 84, USS *Makin Island*, Okinawa, 23 Mar to 29 Apr 1945.

★ BEARD, Cyrus S., LTJG, USNR, Greensboro, N. C.: Pilot, FitRon 50, USS *Bataan*, First Battle of the Philippine Sea, 20 June 1944.

★ BEAUCHAMP, Ernest M., LCDR (then LT), USN, Los Angeles, Calif.: Pilot, Air Group 8, USS *Bunker Hill*, First Battle of the Philippine Sea, 20 June 1944.

★ BENNETT, Broughton, LCDR (then LT), USNR, Pearson, Ga.: Pilot, CompRon 99, USS *Hoggatt Bay*, Ryukyu Islands, 17 May to 21 June 1945.

★ BIANCHI, George P., LTJG, USNR, Worcester, Mass.: Pilot, PatBomRon 111, Borneo, Celebes, Malaya, Indochina, 2 Feb to 19 June 1945.

★ BIRD, Leo A., LTJG, USNR, Shreveport, La.: Pilot, Air Group 51, USS *San Jacinto*, Pacific war area, 25 July 1944.

★ BLAKE, Robert L., LTJG (then ENS), USNR, Roncovarte, W. Va.: Pilot, CompRon 83, USS *Sargent Bay*, Ryukyu Islands, 16 Feb to 23 Apr 1945.

★ BLEECH, Otto, R., LTJG, USNR, Pahokee, Fla.: Pilot, TorpRon 15, USS *Essex*, Marianas, 12 June 1944.

★ BOYLE, Peter F., CDR (then LT), USN, Alameda, Calif.: Pilot, PatWing 4, Kiska Harbor, June and July 1942.

★ BRIDGERS, John D., LCDR (then LT), USNR, Greenville, N. C.: Pilot, BomRon 15, USS *Essex*, Marianas Islands, 23 June 1944.

★ BROOKS, Charles L., LTJG, USN, Chillicothe, Mo.: Pilot, CompRon 97, USS *Shipley Bay*, Nansei Shoto, 9 Apr to 18 May 1945.

★ RILEY, Kenneth W., LTJG (then ENS), USNR, Corder, Mo.: Pilot and wingman in FitRon 26, USS *Santee*, Philippine Islands, 22 and 26 Oct 1944.

★ ROSSEN, Matthew, Jr., LTJG, USNR, River Forest, Ill.: Pilot of escort fighter plane, CompRon 93, USS *Sargent Bay*, Volcano and Ryukyu Islands, 18 Feb to 1 May 1945.

★ RUSHING, Roy W., LT (then LTJG), USN, Pilot in FitRon 15, USS *Essex*, an island of the Bonin Group, 15 June 1944.

★ RUSSELL, James S., CAPT (then LCDR), USN, Alexandria, Va.: ComPatRon 42, Aleutians, 5 Feb 1942.

★ RYAN, William E., LT, USNR, New York City: Pilot in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 2 May 1945.

★ RYLANDS, Clifford J. Jr., LTJG, USNR, Allison Park, Pa.: Pilot of an escort fighter plane in CompRon 83, USS *Sargent Bay*, Ryukyu Islands, 26 Mar to 1 May 1945.

★ SARRIS, John F., LTJG (then ENS), USN, Newport, R. I.: Pilot of a fighter plane, operating from USS *Sangamon*, Battle for Leyte Gulf, 24 Oct 1944.

★ SCHMIDT, Warren, LTJG, USNR, Minneapolis, Minn.: Pilot with CompRon 96, Ryukyu Islands, 22 June 1945.

★ SKINNER, James E., LTJG, USNR, Bowling Green, Ky.: Pilot in FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ SLOAN, Julius L., Jr., LTJG, USNR. Monument, N. M.: Pilot of a fighter plane operating from USS *Sangamon*, Battle for Leyte Gulf, 25 Oct 1944.

★ SMITH, James D., LTJG (then ENS), USNR, Big Springs, Tex.: Pilot in FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ STEWART, James S., LT, USNR, Beverly Hills, Calif.: Pilot in Air Group 31, USS *Cabot*, vicinity of the Marianas, 12 June 1944.

★ STORY, Walter D. Jr., LTJG, USNR, Albuquerque, N. M.: Pilot of scout observation plane, USS *New Mexico*, forward Pacific war area, 6 to 28 May 1945.

★ SUAYRES, Fred C., LCDR (then LT), USNR, Petersburg, Fla.: Leader of flight of four planes, FitRon 88, USS *Yorktown*, Sea of Japan, 30 July 1945.

★ THARP, Samuel M. Jr., LCDR (then LT), USNR, Bay Minette, Ala.: Pilot of a dive bomber in BomRon 20, USS *Enterprise*, Philippine Islands area, 13 Nov 1944.

★ THOMSON, John R., LTJG (then ENS), USN, Florence, Tex.: Pilot of a scout observation plane, USS *Texas*, Okinawa, 25 Mar to 14 May 1945.

★ VAIL, Robert W., LTJG, USNR, Atoka, Okla.: Pilot of a fighter plane, FitRon 87, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ VALDES, John T., ENS, USNR, Ithan, Pa.: Pilot of a torpedo plane, CompSpotRon 2, USS *Fanshaw Bay*, Nansei Shoto area, 15 to 24 May 1945.

★ VARNEY, Edsel C., LTJG (then ENS), USNR, Banco, W. Va.: As pilot of a fighter plane in CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 23 Mar to 29 Apr 1945.

★ VINEYARD, Merriwell, W., LT (then LTJG), USNR, Berkeley, Calif.: Pilot and flight leader, FitRon 2, USS *Hornet*, First Battle of the Philippine Sea, 20 June 1944.

★ WHITMORE, William P., LTJG, USNR, Chicago, Ill.: Aircrewman, patrol bomber in PatBomRon 118, vicinity of Korea, 5 and 7 May and 4 July 1945.

★ WINNINGHAM, Isaac C., LTJG, USNR, Baytown, Tex.: Pilot in CompRon 96, Ryukyu Islands, 21 June 1945.

★ YAUSSI, Ralph A., LT (then LTJG), USNR, Glendale, Calif.: Pilot of a plane in Air Group 2, USS *Hornet*, First Battle of the Philippine Sea, 20 June 1944.

★ YOUNGLOVE, Edward E., LTJG, USNR, Seattle, Wash.: Pilot with CompRon 91, USS *Makin Island*, action against the Japanese, 26 Mar to 15 May 1945.

★ ZINK, John A., LTJG (then Ens), USN, St. Marys, Ohio: Pilot in FitRon 11, USS *Hornet*, Philippine Islands area, 14 Oct 1944.



★ POLK, Edwin W., LTJG, USNR, Detroit, Mich.: As executive officer MTB 363, operations against enemy forces in SoWesPac, 25 Nov 1944.

★ SCHWARTZ, Charles R., S1, USN, East Beckley, W. Va.: For effecting the rescue of three men and for assisting in the rescue of five passengers when a B-25 overshot the runway of the Washington, D. C., airport, 19 Aug 1946.

★ SCRANTON, Charles W. Jr., LT (then ENS), USNR, East Orange, N. J.: For taxiing a burning plane from the immediate vicinity of a serious fire at a naval air base in the central Pacific, 19 Aug 1944.

★ SMITH, Elmer P., LT (then LTJG), USN, Southbridge, Mass.: While serving on board USS *Hancock*, for directing fire fighting activities, off Okinawa Jima, 21 Jan 1945.

★ STEVENS, John W., CDR (then LT), MC, USNR, Du Quoin, Ill.: For braving enemy fire to administer first aid to men of a gun battery, Marshall Islands, 12 Feb 1944.

★ VAN KIRK, William C., LTJG (then CMOMM), USN, San Diego, Calif.: For entering a smoke-filled, confined compartment to assist in the removal of wounded men, on board a submarine, 30 Jan 1944.



Gold star in lieu of third award:

★ LEWIS, Harold S., LCDR (then LTJG), USN, Miami, Fla.: CO of an LCI(G), off the beaches of Okinawa, 6 Apr 1945.

Gold star in lieu of second award:

★ DASPIT, Lawrence R., CAPT (then CDR), USN, Houma, La.: CO of USS *Tinosa,* third war patrol of the vessel in the Pacific, 23 Sept to 16 Oct 1943.

★ ENDERLIN, Arthur, CDR, USNR, Honolulu, T. H.: Advance base communications plans officer, on staff of CincPac, 26 Oct 1944 to 1 Sept 1945.

★ MCLELLAN, Hubert M., CDR (then LCDR), USNR, Santa Monica, Calif.: Flag secretary and aide to a naval task force commander, amphibious invasion of Southern France, August 1944.

★ ROACH, John P., CDR, USN, Dallas, Tex.: CO of USS *Haddock,* eighth war patrol, Japanese-controlled waters, 14 Dec 1943 to 5 Feb 1944.

★ THAYER, Robert M., LTJG, USNR, Cresco, Iowa: Rescuer of trapped men in bombed ship, USS *Franklin,* near Kobe, 19 Mar 1945.

First award:

★ ALBRITTON, Jessie M. Jr., LT, USNR, Deland, Fla.: Leader of fire-fighting party, USS *Franklin,* near Kobe, 19 Mar 1945.

★ ANDERSON, Carl E., COMO (then CDR), USNR, Seattle, Wash.: Commander of beachmaster group, assault and capture of Saipan, 24 July to 8 Aug 1944.

★ HELLER, Albert S., LT (then LTJG), USNR, Newport, R. I.: CO, USS *PT 380,* POA, from 11 Nov 1943 to 13 Apr 1945.

★ HELSEL, Wilson K., LTJG, USNR, Los Angeles, Calif.: Assistant navigator, USS *Franklin,* vicinity of Kobe, Japan, 19 Mar 1945.

★ HOERNER, Herbert L., CAPT (then CDR), USN, San Diego, Calif.: Assistant operations officer on the staff of Com-3dFleet, Battle for Leyte Gulf, from 23 Oct to 26 Oct 1944.

★ HOF, Louis R., LCDR (then LT), USNR, New Brunswick, N. J.: CO, USS *LCS (L) 20,* Okinawa Island, from April to June 1945.

★ HOLY, Charles J. Jr., LT (then LTJG), USNR, Westfield, N. J.: Assistant medical officer, 3d Bn,, 27th Marines, 5th MarDiv, Iwo Jima, Volcano Islands, 19 Feb to 23 Mar 1945.

★ HOOKS, Ralph N., LT, USNR, Abilene, Tex.: Target evaluator, USS *McCord,* Kyushu, Nansei Shoto, 18 Mar to 11 May 1945.

★ HUGHES, John O., LTJG (then MACH), USN, Norwich, Conn.: Crew member of USS *Redfish,* second war patrol, from 19 Mar to 2 May 1944.

★ HURLEY, Michael J., LCDR, USN, Long Beach, Calif.: Engineering officer, USS *Arkansas,* prior to and during invasion of France, 6 June 1944.

★ JARVIS, Benjamin C., LCDR, USN, Berkeley, Calif.: For meritorious service while serving in USS *Nautilus,* during a mission to Apanama Island, Gilbert Islands with a detachment of Marines.

★ JENCKES, Walter D., LCDR, USNR, Old Lym, Mass.: CO, USS *Gilmore,* engaged in escort duty, North Pacific, 25 Apr 1944.

★ JENKINS, Luther B., LT, USNR, Richmond, Va.: Assistant boat group commander, prior to and during invasion of Normandy, 6 June 1944.

★ JONES, Mack C., LTJG, USN, Brooklyn, N. Y.: Engineering officer, USS *Sangamon,* operations in Leyte and Samar, from 20 to 28 Oct 1944.

★ JUMPER, Will C., LT (then LTJG), USNR, Sacramento, Calif.: Junior OOD in fire support ship at Tinian, Marianas Islands, 24 July 1944.

★ KEYES, Charles M., CDR, USN, *Greeley,* Colo.: CO, USS *William D. Porter,* during operations against enemy forces, North Pacific area, from 13 to 26 June 1944.

★ LAUNDY, Henry H., LT, USNR, Lakewood, Ohio: Torpedo data computor operator, USS *Spadefish,* third war patrol, from 6 Jan to 13 Feb 1945.

★ LECKIE, William I., CDR, USNR, Bronxville, N. Y.: Plans officer of the staff ComPhibBases, United Kingdom, during preparations for operations against enemy forces on the European continent.

★ LOVETT, James P., LCDR (then LT.), MC, USNR, Olney, Tex.: For heroic achievement while serving in USS *South Dakota,* POA, 19 June 1944.

★ LOWRIE, Frederick B., LT, USNR, Detroit, Mich.: CO, USS *YMS 36,* during the advanced landings in the Anzio-Nettuno area, Italy, January 1944.

★ MAHON, William L. Jr., LT, USNR, Georgetown, S. C.: Boat officer and wave commander, attached to USS *Fayette,* during operations in POA.

★ MCDONALD, David L., CDR, USN, Hollywood, Fla.: OinC of the combat information center, USS *Lexington,* Battle for Leyte Gulf, 24 Oct 1944.

★ MERRITT, Douglas N., LCDR (then LT), USNR, Atchison, Kans.: Diving officer, USS *Jallao,* first war patrol, POA, 9 Oct to 10 Dec 1944.

★ MILLER, George C., CAPT (then CDR), USN, Berkeley, Calif.: CO, advanced naval base, POA, March to June 1944.

★ MILLER, John B., LT, USNR, Ames, Iowa: Plotting officer, USS *Scabbardfish,* second war patrol, POA, 2 Nov to 20 Dec 1944.

★ MITCHELL, Edward A., LCDR, USNR, Evansville, Ind.: CO, UDT, Okinawa, April to July 1945.

★ NASH, Willard V., LCDR (then LT), USNR, Saginaw, Mich.: CO, LCI(G) 449, Kwajalein, Marshall Islands, January and February 1944.

★ NAYLOR, William F. Jr., LT (then ENS), USNR, Attleboro, Mass.: Division officer of LCMs during invasion of Normandy, France, 6 June 1944.

★ NORRIS, Charles R. Jr., CDR (then LCDR), USN, Kalamazoo, Mich.: Executive officer, navigator and OinC of CIC of USS *Niblack,* Oran, Algeria, 19 May 1944.

★ OWEN, Thomas C., LTJG (then ENS), USNR, Savannah, Ga.: Division officer, USS *Sante Fe,* Shikoku, Japan, 19 Mar 1944.

★ RECK, Bruce A., CHCARP (then CARP), USN, Erie, Pa.: For service while attached to USS *Enterprise* during action against the enemy, 20 Mar 1945.

★ RIODEMYRE, John L., CDR (then LCDR), USNR, Middletown, Ohio: Communications officer on staff of ComCruDiv 13, POA, 21 Dec 1943 to 10 Dec 1944.

★ ROWNEY, William W., LTJG, USNR, Youngstown, Ohio: CO, LCI 232, during landing operations on France, 6 June 1944.

★ RUSSELL, Donald B., LT, USNR, Newton, Mass.: CO, USS *LST 584,* POA, from January to August 1945.

★ SCHERESCHEWSKY, John F., LT, USNR, Cornwall, Conn.: CO, USS *LCI (L) 451,* during invasion of Normandy, France, 6 June 1944.

★ SCHUH, Charles J. Jr., LT (then LTJG), USNR, Petersburgh, Fla.: USS *YMS 34,* in advanced landings at Anzio-Nettuno area, Italy, January 1944.

★ SCHLACKS, William J., LCDR (then LT), USN, Evanston, Ill.: For heroic achievement in USS Hancock, Okinawa Jima, 21 Jan 1945.

★ SCHNEIDER, Frederick H. Jr., CDR (then LCDR), USN, Wausau, Wis.: CO, USS *Thorn,* during a series of fueling operations in support of 3d Fleet attacks, South China Sea, from 9 to 20 Jan 1945.

★ SCHOMER, Jerome A., CARP (then CCM), USNR, Kaukauna, Wis.: Member of UDT, in action against enemy forces, Marianas Islands, from 17 to 21 July 1944.

★ SMITH, Charles H., LCDR (then LT), USNR, Evanston, Ill.: Gunnery officer, USS *Carmick,* during assault operations, coast of France, 6 June 1944.

★ SQUIRE, Maurice L., LT, USNR, Minneapolis, Minn.: Torpedo data computor operator, USS Balao, eighth war patrol, East China Sea and Yellow Sea, 27 Feb to 8 Apr 1945.

★ STAFFORD, Edgar, LT, USN, Philadelphia, Pa.: Chief boilermaker, USS *North Carolina,* POA, 15 July to 24 Aug 1942.

★ STEFFE, Ralph S., LCDR (then LT), USNR, Springport, Mich.: Junior medical officer, USS *Pensacola,* Iwo Jima, 17 Feb 1945.

★ STEPHAN, Charles R., CDR (then LCDR), USN, Chatham, N. J.: CO, USS *Woodworth,* Bismarck Archipelago, 14 to 25 Feb 1944.

★ STODDARD, Eben, LT, USNR, Marblehead, Mass.: Member of a rescue crew attached to MTBRon 18, POA, 16 Sept 1944.

★ STEVENSON, Robert T., LT, USN, Winnsboro, S. C.: Torpedo and gunnery officer, USS *Parche,* fifth war patrol, Honshu, Japan, 19 Mar to 30 Apr 1945.

★ TAYLOR, William R., LTJG, USNR, South Hill, Va.: CO, USS *LCI (G) 467,* Guam, Leyte, Asia Islands, Lingayen Gulf and Kerama Retto, July 1944 to June 1945.

★ WALDRON, John C., LT (then LTJG), USNR, Philadelphia, Pa.: CO, USS *SC-525,* Menton, France, September 1944.

★ WILLIS, John H., CAPT, USN, Annapolis, Md.: CO, USS *Henrico,* during the amphibious assault on the coast of France, 6 June 1944.

FANTAIL FORUM

QUESTION: What's the best rate in the new rating structure (which goes into effect about 15 Jan 1948)?

(Interviews were conducted at Headquarters 13th NavDist, Seattle, Wash.)



Irwin W. Smith, CRM, Barnwell, S.C.: I've enjoyed working in a teletype communications office for the past two years. In my opinion it is a most efficient means of communication. A teleman would be my choice.



John J. Hagerty, S1, Royal Oak, Mich.: I believe that the journalist rate is about the best, because it gives a man plenty of excuse for using his own brains, and making something interesting out of routine matters.



Thomas M. Roberts, CM, Seattle, Wash.: I think I would stick to being a metalsmith. It gives me the type of work I enjoy doing. I have learned so many varied things from this work that I can branch out into other jobs.



Charles U. Tallon, S1, Butte, Mont.: Electronics technician—It's a wider field for a man with ambition. It gives you a start and thus an opportunity to get ahead "outside" because electronics is a growing field with lots of new openings.



Thomas D. Milton, FC3, Houston, Tex.: Fire control technician—It's still the best rate in the Navy. I've always been "nuts" about ordnance, and the fire-controlman is probably the most technical and, in my opinion, interesting rate in ordnance.



James W. Farrell, ETM3, Los Angeles, Calif.: I'll stick by an electronics technician. It will be almost exactly like my present rate—and that's tops. You learn lots of technical information, and there are more chances for advancement.



John A. Ratliff, BM2, Amarillo, Tex.: Boatswain's mate. I've been in the Navy for 4½ years, and it has grown on me ever since I first went to sea. There's just one thing I can't figure out. What is the Navy going to do without the traditional coxswain?



Henry J. Bittmann, CMM, Olympia, Wash.: Having completed over 19 years in the Navy, I have always found the machinist's mate rates interesting. I believe during the war there were too many specialist rates, but the new rating system will reduce that number.



Hugh G. Nelson, PHM1, Campbell, Calif.: Hospital corpsman—I guess I've always liked to work with fellows who are sick. There are a lot of technical specialties with this job, and any one of them can prepare a man for many jobs in civilian life.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this mogozine is not classified, it sometimes is limited in its reporting and publicotion of photographs.

REFERENCES mode to issues of ALL HANDS prior to the June 1945 issue opply to this mogozine under its former nome, The Bureou of Novol Persannel Infarmotion Bulletin. The letters "NDB," used as a reference, indicote the officiol Novy Department Bulletin.

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• AT RIGHT: Shining up the galley on board a carrier for weekly inspection is Billie Joe Stringer, SC2, who is finishing up on the hot plates.



FIELD DAY

If times get tough



Men like these won't have to worry. If they are still in the Navy, their pay and allowances go on. . . . If they've made their 20, left the Service and are practicing their skilled trades in private industry, they are secure in the knowledge that they will have a Government income every month, as long as they live, whether they work or not!

ANOTHER ~~A~~ GOOD REASON FOR SHIPPING OVER

N 17.27:370

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

DECEMBER 1947


CHRISTMAS CAROLERS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1947 NAVPERS-O NUMBER 370

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Joint Beachhead	2
Wilco, Out!	5
Gooney Retreat	6
They Ask for Fog	8
Island Growth	12
Russian Navy	14
Salty Sea Press	18
The Turning Point	20
Helping Hand Reserve	23
Two-Minute Men	24
Old '84 No More	26
Letters	28
Our Barefoot Navy	31
Today's Navy	32
Rockets from Ships	41
The Word	42
Bulletin Board:	
Requests for ETM Training	44
Floating Slip for Planes	46
51,000 GCA Landings	47
Rates Open to Adjustment	48
Bulwark Against War	51
Books	57
Decorations and Citations	58
Fantail Forum	64

CHRISTMAS IN CHINA

• FRONT COVER: Santa Claus in unifarm offers Christmas candy ta twa eager, hungry Chinese children. The scene is a party given by the men af the U. S. Naval Statian in Shanghai.

• AT LEFT: Men af a U. S. warship celebrate Christmas in the traditional way by singing hymns befare Christmas dinner.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photagraphs unless otherwise designated.



JOINT BEACHHEAD

LIFE JACKET know-how is given to a G.I. by marine prior to Operation Seminole in the rugged surf off Florida coast.

Navy, Army, Air Force Coordinate Training In Operation Seminole

IT WAS 0900 on D Day—with a warm tropical rain lashing the beaches of Florida—when the first major joint operation since coordination of the armed forces unfolded along sandy Blue Beach south of Panama City.

Operation Seminole—with a full cast comprised of Navy, Army and Air Force—was spotlighted for a worldwide audience in the Gulf of Mexico from 30 October to 10 November.

Along the Florida surf from Blue Beach to Panama City, the "attacking" U. S. forces were given the mission of seizing the area from the "enemy"—tabbed "Aggressor" for the operation.

This was an exercise of training rather than of actual combat. Primary objective was to teach Army troops the correct procedure for embarking in Navy ships, later disembarking under actual air support and combat-simulated landing conditions.

D Day, date of the initial landing, was an all-Navy show.

LCVPs from landing craft laying to from 1,500 yards to five miles off shore hit the beach with a mythical Army division, the 186th Infantry, and personnel from Naval Construction Battalion 105. The pseudo Army unit was to secure the beach head for the actual landing to take place on D-Day-plus-one.

The Seabees formed the beach party battalion to clear the beach of obstructions and constructed a special pontoon causeway for unloading landing craft.

Another Navy unit, Underwater Demolition Team 2, displayed the wares that brought them wartime combat fame as they launched LCP(R)s in the choppy surf and reconnoitered the beaches for obstructions.

Landing units of Task Force Choctaw, the name given the task fleet that carried the troops and equipment from San Jacinto Ordnance Depot near Galveston, Tex., to the Florida site, began their operations on D-Day-plus-one.

Following simulated strafing and bombing attacks on the beaches by the invading forces' air power, LSTs and LCTs moved toward shore, in preparation for debarking troops and equipment.

A low surf proved to be the major obstacle to successful landing efforts undertaken by Navy craft. The first approach was halted by shoals short of the pontoon causeway where the craft were to unload. Joint planning heads took time out for deliberation as to whether to run the ships in as far as possible and unload into the water or to wait for high tide, which would allow them to utilize the causeways.

Deciding on the former plan of action, another approach was ordered. This proved to be successful, as USS *LST* 912, the first ship into the beach area, dropped her ramp approximately 35 yards off shore, and the water-proofed equipment was directed to the beach.

Unloading the massed forces took all of D-Day-plus-one and part of the morn-

ing of D-Day-plus-two, as the Navy force debarked approximately 3,000 Army troops and their 552 vehicles, including tanks, half-tracks and jeeps.

Exercise Seminole marked the first time that the Army's 42-ton M-37 heavy tank was landed amphibiously. Along with the lumbering giant tank, latest model self-propelled 105mm. howitzers were also landed. All vehicles negotiated the heavy sand of the beach with ease. Lack of congestion on the beach was an important contribution to the success of the exercise.

Exercise Seminole saw its beginning on 8 July. At that time, representatives of the Fourth Army, ComPhibLant and Twelfth U.S. Air Force met in the initial joint conference at Fourth Army Headquarters, Fort Sam Houston, Tex.

On 28 July, the general plan for the exercise was issued. This plan outlined the offensive operation to be carried out by Army, Navy and Air Force components, and established command, training and logistic responsibilities.

Coordinated planning was continuous. Both Navy and Air Force maintained planners at the Fourth Army location throughout the entire planning phase.

The outline for the plan was that an enemy nation, "Aggressor," had met and partially defeated the U.S. Atlantic Fleet. Part of the defeated fleet fled to port in New York, Boston and other eastern cities, and the remainder was forced to retire to Galveston. While this retreat was in order, the enemy invaded the United States and captured the territory along the Atlantic Coast and Gulf of Mexico as far west as the Mississippi River.

The enemy finally was stopped by Army ground forces along a general line extending from Charleston, S.C., to Fort Walton, Fla. Anticipating a stalemate along the general front, a plan was made by which an invasion of the Florida coast would force the enemy to withdraw part of his strength from the front to combat amphibious-born invaders in the area of Panama City. This would allow the U.S. Twelfth Army, opposing Aggressor on the front, to make short work of its forces.

Actual operations in Seminole began 30 October, when an initial expeditionary force of nine ships left port in Galveston, bound for the coast of Florida. In this group of vessels, carrying the mythical 186th division, was USS *Taconic,* flagship of Rear Admiral Ralph O. Davis, USN, ComPhibLant and Commander, Joint Expeditionary Force.

One day later, the second group of ves-



LST 912 DISGORGES jeep (above) as units of Second Armored Division roll ashore from Navy ships under air cover during training exercises. First joint operation brings Army equipment through Blue Beach (below) from LST 603.





BLUE BEACH is secured . . . strafing aircraft retire . . . Florida's Gulf coast "invasion" simmers to halt after Navy brings 3,000 troops, 552 vehicles to scene.

sels left Galveston, bound for on-location rendezvous with the original portion of the task fleet. This group of ships, which swelled the task force total to 29, was under the command of Rear Admiral E. H. Von Heimberg, USN, ComPhibGru 2. On board these ships were the Army personnel who would make the actual landing—the famed Second or "Hell on Wheels" Armored Division of the Fourth Army, plus certain attached units. Army men on board the Navy units were under the subordinate command of Maj. Gen. J. G. Christiansen, USA; Commanding General, Second Armored Division.

The entire exercise was under the command of General Thomas T. Handy, USA, Commanding General, Fourth Army and Gulf Theater of Operations.

The Army personnel who made the landings were "graduates" of another portion of the complex plan for Exercise Seminole—the training phase. This was set up in three separate and distinct parts — indoctrination, pre-embarkation and afloat training.

As the first step in reaching the objective of preparing individuals and units in their function in the conduct of landing operations, ComPhibTraLant conducted schools at naval training institutions for selected Army ground force personnel.

In these schools, G.I.s were given a thorough indoctrination in the concepts of joint amphibious operations. Training in amphibious intelligence, logistics, communications, loading and unloading of ships, shore-party operations, air and naval gunfire support were stressed.

The second phase of the training was pre-embarkation, which covered basic amphibious training for all troops taking part in Seminole. In this step of training, the soldier was introduced to naval terminology and customs, life on board ship, discipline in small boats, the technique of debarking from ships into small craft and then debarking on a beach. This training was supplied by the Troop Training Unit of ComPhibTraLant.

Final period in the training of Army troops was given afloat. This began with the embarkation at San Jacinto Ordnance Depot at the beginning of the actual operations, and ended when the troops filed off the ships at San Jacinto upon return from Florida. During this phase of training, Army units were given actual experience in the intricacies of troop movement during joint amphibious operations.

Unique in the exercise was the enemy, Aggressor. For the first time in the history of the armed forces, a training exercise was held against an army that in no respect had the appearance of friendly forces.

Aggressor was a mythical nation which supposedly sprang up immediately following World War II. In reality, Aggressor stemmed from research and planning carried on at Fort Riley, Kans., where all the details necessary to create a realistic enemy force were provided.

This mythical nation was complete to the most minute detail. It had a history, doctrine for government, ideology, language and army and air force with distinctive uniforms, order of battle and intelligence organization.

Its equipment consisted of pnuematic tanks, trucks, guns and antiaircraft artillery, using explosive charges and fireworks for simulated fire. Realism was further added by sound effects, used on the beach to represent actual battle firing at an invading force.

Air power for Aggressor was supplied by U.S. Air Force P-51s, bearing distinctive markings and operating out of Shaw Field, S.C.

Air support was afforded invading U.S. forces by Navy and Air Force units based at NAS Pensacola, Fla., and U.S. Air Field, Eglin, Fla. Pilots from CarBatGru 3 flew F4U Corsair fighters and the new AD-1 Douglas Skyraider torpedo bombers. Marine flyers from Marine Air Group 14 added support in F4Us and Four F6F Hellcats. Approximately 130 Corsairs and 50 Skyraiders joined the F6Fs in composing Navy air might.

In a special conference following D-Day-plus-one operations, Kenneth C. Royall, Secretary of the Army, stated that "This exercise has certainly illustrated how sincerely all three services are working together."

Other Exercises Keep Armed Forces in Trim

Elsewhere throughout the world, U.S. armed forces simulated wartime conditions to keep in combat form.

Some of the most recent exercises, in addition to Operation Seminole, were:

- An estimated 9,000 Navy and Marine Corps personnel, with 43 ships and 300 planes, participated in landing exercises on the southern California coast and San Clemente Island.
- At Tsingtao and on or near Guam, elements of the Fleet Marine Force of the Pacific held amphibious exercises designed to bring them to a state of combat preparedness "equal to wartime levels," in the words of their commanding general, Lieutenant General Allen H. Turnage, USMC.
- In the Atlantic, the fleet's tactical exercises covered an area from Bermuda to Newfoundland in surface, air-surface and submarine-surface operations as well as an amphibious landing by about 1,500 Marines on Argentia.

WILCO, OUT!



THE invasion is underway.

You're on board a DD laying to 1,000 yards off shore.

Fighting ships of every size and shape surround you. To port and starboard are other DDs and DEs. Aft are CLs, BBs, CVEs, AGCs, AKAs, APAs—nearly all the Navy's many types.

You walk into the combat information center of your destroyer, flagship of DesRon "X."

The room is black as raven feathers. Your eyes focus on a group of greenish-hued, ghost-like faces and hands without bodies, huddled over a radar scope and plotting desks.

Then you see the drama of invasion—ship-to-shore fire control which will mean the difference between success and failure of your mission.

Somewhere ashore on the firing line is a naval officer . . . a spotter . . . a "Roger-Charlie," as he is called, with only a number for identification . . . an expert in shore bombardment and in DD firepower . . . well-versed in the forces with which he works.

Before the operation starts in the morning, each Roger-Charlie gets a list of ships and code numbers . . . from the list he picks one . . . it's our destroyer, code name *Baldpate*.

Up front, the Marines have hit a snag . . . bogged down by an entrenched enemy.

Then, from the beach, the Roger-Charlie lifts a walkie-talkie and calls into the speaker: "Hello, Baldpate . . . Hello, Baldpate . . . This is Roger-Charlie 223 . . . Come in, please . . . Give me your position."

The Talker on our destroyer answers, "Hello, Roger-Charlie 223, this is Baldpate. Our position is X-21."

The spotter checks his chart . . . he knows what is needed to eliminate the snag.

Again he calls our DD, "Your target is a rat nest in area William 8."

Fire control on board ship checks his own chart and sends back acknowledgment: "Will be ready to fire in two minutes."

Roger-Charlie 223 directs, "Drop one Willie Peter in area William 8 in one minute."

From Baldpate: "Willie-Peter ready in one minute . . . Standby—Fire! . . . Standby—Splash!"

From computed time of flight, our DD knows the exact moment the white phosphorous shell will hit William 8.

Our spotter comes back, "Hello, Baldpate, splash identified . . . you are over . . . down eight-zero . . . left six-zero . . . Lay down five how easys and check."

Our shells will not dislodge the entrenched enemy . . . trajectory too flat . . . Roger-Charlie 223 calls for a dumb-bell—high angle shot . . . Still no good.

"Baldpate, standby." He switches to a cruiser off our stern . . . same procedure . . . no success. Still another ship . . . same result.

Enemy is firmly dug in for sea fire and spotter makes another call . . . "Scatback 1 . . . this is Roger-Charlie 223. I want five scouts (airplane bombardment) . . . I have a target . . . orbit over area William 8."

Then we are hailed again . . . "Baldpate, lay a Willie-Peter in last area."

Another contact with the air to say our DD is ready.

"Roger-Charlie 223 . . . Roger-Charlie 223 . . . This is Scatback . . . Willie-Peter identified . . . will go downstairs and investigate."

A plane peels from the formation and dives for a closer look . . . the spotter is notified of the enemy's location. The plane returns and picks up his group . . . scant seconds pass . . . a dull roar of bombs exploding tells us that the enemy is there no longer.

Roger-Charlie 223 and the Marines move up again.

GOONEY

(Editor's Note—Norman Cohen, S1, ENC, prepared the following story for ALL HANDS. *Robert Brigham, PHOM2, took pictures.)*



SIZZLING hamburgers, stateside style, at the Gooney Beach Club (above), and brisk, cooling swims at the beach (below) make life on Midway pleasant.



THE OLD hamburger stand from back home has reached Midway Island.

Cokes, ham sandwiches, hamburgers, milk and beer, a place to sit down and shoot the breeze, to relax and enjoy life on Midway—that and many more things are what the enlisted members of the Gooney Beach Club on Midway Island have to make life a bit easier.

Although it isn't included in the plan of the day, the daily gathering at the Gooney Beach Club comes as regularly as morning colors. Every afternoon along about sundown activity gets underway. Card games are started, the latest scuttlebutt is discussed and letters are written. The club soon is crowded. Events continue until taps, interrupted only momentarily by evening chow.

The club opened 7 June 1947, following the fifth anniversary of the Battle of Midway, in the memory of the men, ships and planes who won this decisive battle which removed the threat to the West Coast and Hawaii.

The club, run by the men, is trying to bring some of Main Street, U. S. A., to the island. With a new beach and beach house where they can dress for the beach and shower after swimming, the men then can go to the club by way of a board walk for a sandwich and a cool drink. All this gives the feeling of the old swimming hole and the main street hamburger stand with a Midway Pacific setting.

A group of committee men run and guide the activities of the club. Leading the club's activities is Phillip Reymos, BM1, president, with D. F. Gammon, S1SKD, secretary-treasurer.

The committees which comprise the club are: House Rules, with J. B. Richards, SM2, W. H. Frakes, Y3, and J. J. Daugherty, S1, as members; Recreation, with P. Overstreet, S1, D. E. Lovelace, S2, and C. D. Miller, Y3, as members.

A committee for the planning of future improvements of the club includes, E. J. Hertzog, EM1, W. J. Coats, SSMB2, and J. Steiner, S2. These men were all elected through popular vote by the men of the island who are members of the club.

Theodore Trekas, PR1, is manager of

RETREAT

the club. He has charge of the upkeep and appearance of the club and the procuring of refreshments.

The club is named after the Gooney Bird of Midway, a salty name for the Laysan Albatross. The Gooney Bird is not so diffident as to boldly come up to the bar and order a drink, but they have been known to do some funny things. They are the true natives of Midway, therefore, it was only fitting the club be named after them.

The club has a capacity of over 200, with 25 tables seating four people at each, and a lounge and game room with tables and couches in the rear. There is continuous music from the juke box located in the game room with a large variety of popular records. The men who visit the club each week eat and drink some 30 cases of coke, 75 pounds of hamburgers and 25 pounds of ham, plus other foods such as milk, coffee, candy and several kinds of fruit drinks.

For the convenience of the men, there is a bus service which runs throughout the base, taking men to and from the club. The bus is operated by J. Steiner, S2, and Terry Burline, MM3, who carry 150 to 200 men on their nightly bus runs.

Making its run every half hour, the bus stops at all barracks and housing areas, picking up men going to the club. The last run is just after the nightly movie, taking men to the club for a snack or a cool drink before turning in.

The committee men are planning an extension of the club. Such plans include the building of a room where men who are 21 or over will be able to obtain something besides a soft drink at a special bar and lounge. Also, they are planning to have a patio with umbrella covered tables and a bamboo fence, giving the place a southern Pacific setting.

There also will be a barbecue pit on the patio where the members will be able to roast their own hamburgers and hot dogs. The patio will enable men who come from the beach in bathing suits to have a place to sit outside and enjoy a hot dog and cool drink.

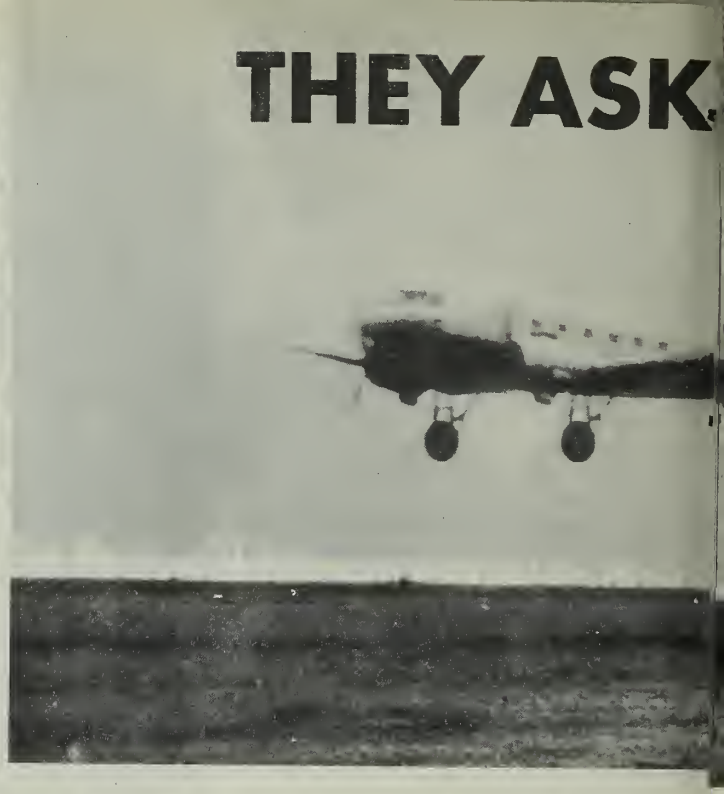
Built by the cooperation and hard work of the men of Midway Island, the Gooney Beach Club stands as a memorial to the men who fought and died in the Battle of Midway. So, relax, you members of the Midway Beach Club, and enjoy your place of relaxation.



MINUTES are read by the president to committee men of the club (above), and club members relax (below) while they enjoy reading and listening to records.







THEY ASK.

GROUND CONTROL approach system (left), fog dispersal equipment (center) permit all-weather flying at Landing Aids Experimental Station, Arcata, Calif.

DENSE FOG, silently wrapping everything in its wet, gray cloak, completely enveloped the small airfield in northern California.

Unlike ordinary airfields in foggy weather, this one was buzzing with activity.

A loudspeaker was blaring instructions; airplane engines were humming; pilots were donning their gear. To an uninformed observer, the whole spectacle was hard to believe. This airport was seething with excitement in what usually would be non-flying weather.

By William Kreh, SPXJ03, USN
ALL HANDS Staff Writer

For the personnel at the Landing Aids Experimental Station, Arcata, Calif., this was another "perfect" day. Perfect, that is, for testing and developing pilots' landing aids for all kinds of weather.

In fact, zero-zero weather at this station is considered 4.0.

Arcata is the country's foggiest air station and, as such, is one of the Navy's greatest assets for testing purposes. Used during the war as a training base for carrier pilots, the station is located on the ocean, completely exposed to fogs and storms moving in from the Pacific.

Moist, tropical air masses passing over the cold Aleutian current which upsurges strongly off the Arcata shore, causes thick fogs regularly. It's an ideal site for the experimental program on fog dispersal and instrument landing aids.

Situated on a bluff rising 217 feet above the ocean about 300 miles north of San Francisco, the field is utilized for test operations sponsored jointly by the Navy, Army, Civil Aeronautics Administration, Air Transport Association and airlines.

Commander F. H. Browning, USN, BuAer's representative, supervises operations of the Navy and military pilots assigned to the project. Two Navy night fighter pilots, Lieutenants (jg) D. J. Wagner and A. V. Barber, USN, have made numerous landings and take offs, flying F7F and F6F aircraft under conditions of ceiling zero. Both pilots are members of Squadron VCN-2 based at Key West, Fla., a squadron active in development of electronic techniques employed in carrier operations.

The Navy pilots have been experimenting at Arcata with various approach lighting configurations and thermal fog dispersal equipment to determine combination of visual landing aids to best augment standard electronic low-approach equipment, either GCA (Ground Control Approach) or ILS (Instrument Landing System).

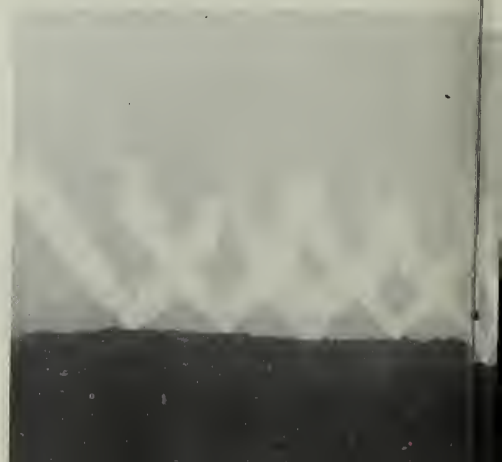
Because of special equipment provided in the Navy planes, Aviation Machinist Mates D. C. Taylor and R. A. Rhodes, USN, are assigned to the project to insure efficient operation of the aircraft.

In addition to Navy personnel, Air Forces and air line pilots are conducting tests, using heavy bomber and transport type planes.

Naval Air Transport Service pilots are assigned to indoctrination duty to become fully acquainted with the work being done at Arcata.

The primary mission of Arcata is the

PATTERN of flaming Xs is formed by



FOR FOG





PILOT'S EYE view of the experimental approach systems used at Arcata is given by cockpit camera which is being loaded here by pilot and enlisted man.

test of air field lighting equipment and FIDO (Fog, Intensive Dispersal of). Only electronic landing aids developed elsewhere and proved successful are used at the field. This policy was adopted by the joint Army-Navy-Civil Steering Committee to avoid duplication of effort.

Arcata's daily routine is dictated by fog. When the fog rolls in—whether at 0400 or 1400—the station is alerted. As many planes as possible take off; detailed records are made of each flight. Included in data obtained is varied meterological information, such as size of water droplets in fog particles, wind velocity and barometric pressure.

The ILS and GCA systems are adequate for landing trained instrument pilots in visibility as low as one-quarter of a mile.

long line of burners, used to disperse fog.



Practically every airport, at one time or another, has been enveloped by fog lying close to the ground through which nothing can be seen beyond a few hundred feet. It is then that FIDO enters the picture.

Answer to the fog dispersal problem is really not difficult. To be rid of fog, experts merely have to get energy into the air—energy in the form of heat, sound or other methods. The problem, therefore, becomes one of deciding which type of energy is best suited for this purpose and by what means it can be transmitted into the atmosphere.

To increase visibility in fog, it is necessary to remove a large portion of the water droplets making up fog. Several laboratory methods have been developed, but the only proved method now in full scale use is the thermal, or heat, process.

By this method, a suitable fuel, such as gasoline or diesel oil, is burned around the landing strip. The resulting heat of combustion raises the air temperature and causes the droplets to evaporate.

Equipment for the most effective of the successful thermal processes is installed at Arcata and each method is tested to find the most suitable.

There are two main types of thermal FIDO apparatus—the low-pressure and high-pressure systems. The low-pressure method was developed and used extensively by the British. It consists of a perforated pipe from which vaporized streams of gasoline are ejected and burned. This system is expensive to install, requires pre-heating which wastes time and fuel, and requires considerable maintenance work. Many times, the smoke caused during wartime was more of a menace to landing planes than the fog.

The high-pressure system uses atomized fuel, usually gasoline, kerosene or fuel oil. This method involves no smoke and can clear a landing field in two minutes or less. Several modifications of this high-pressure system are installed at Arcata for testing.

With the high-pressure FIDO system, fuel is pumped from the tank by a gravity head, or low-pressure pumping system. This system pumps the fuel in large quantities into a centrifugal pump which further delivers fuel at pressures as high as 1,500 pounds per square inch.

Fuel is delivered to burners by high-pressure supply lines laid below the ground. At Arcata, the group of fuel tanks have a capacity of 240,000 gallons, suffi-



TECHNICIAN at Arcata field (right) explains high-intensity runway light to pilot who made emergency landing at night in first testing of the equipment.

cient to feed the burners for several hours of continued operation.

Design of an efficient burner is the major problem facing technicians at the Landing Aids Experimental Station. Several types have been suggested, the best of which are installed at the station for testing and improvement.

The triod or "three feathers" FIDO burner consists of three spigots, arranged with one vertical, one at a 45-degree angle and the third at a 135-degree slant. Fuel, under great pressure, is forced through these spigots and the ensuing vapor is lit-off by means of an electrode. When burning, the three nozzles direct their flames in a manner that resembles three crossed feathers. The heat is comparable to that of a boiler on a battlewagon.

The crossed spigot system has two spigots, one at a 45-degree angle, the other at 135 degrees. When one of these sets is lit-off, with an electrode in the same manner as the triod system, their individual flames intersect, forming a flaming cross.

At Arcata, these various systems line the runway, enabling individual experiments with each of the designs and combinations. All of the installations are automatically controlled by an operator in the control tower. By pressing a few buttons which electrically ignite the burners on the field the place is lighted like a night game at Yankee Stadium. From the air, light from the flames can be seen for 100 miles on a clear night. It closely resembles a huge prairie fire.

In actual use, an airfield would have no use for burners on a clear night, but in testing at Arcata, where clear nights are few, the burners are lit to study further possible improvements.

Arrangement of the burner systems is also under study at Arcata. Individual airports need individual arrangements tailored for their particular field. To select the most advantageous burner locations, it is necessary to know the angle at which winds accompanying the fog will cross the runway.

Velocity of the wind and terrain characteristics of the airport also must be considered. If the wind always came at right angles with the landing strip, it will spread the heat and take very few burners to clear the area. However, nature seldom is that cooperative and winds from all directions must be considered. Parallel winds are hardest to handle and require the most burners to clear the field sufficiently.

It has been discovered at Arcata that the area cleared by the burners should be at least 275 feet high at the approach end of the runway and should extend 1,500 feet out into the approach zone from the end of the runway. It need not be more than 50 feet high at the far end of the landing strip.

One of the systems of FIDO not using heat energy which has been tried out at the experimental station is the sonic system. This method is based on the principle of changing fog to rain by bombarding the fog particles with high-frequency sound waves. These sound waves, which are created at Arcata by 12 powerful air-raid sirens, bounce the particles around in such a manner that they soon unite and become heavy enough to fall as raindrops. Without a doubt, the main disadvantage of this system is the noise it creates—enough to vibrate eardrums within a large radius from the machines. Ear plugs are needed in the immediate vicinity of the sirens.

As a possible solution to this problem, supersonic equipment will be installed at Arcata soon. This equipment would produce very high-frequency sound waves which would be inaudible to the human ear.

Sound wave fog dispersal, if effected successfully with more portable apparatus, may well enable aircraft carriers at sea to improve their own flying conditions. BuAer and the Air Materiel Command are collaborating on the design and operation of this type of equipment.

Fog also can be dispersed by use of a desiccant, or "water-hungry" chemical. One of these chemicals tested is calcium chloride. Vapor produced when the chemical is burned mixes with fog and absorbs the moisture, clearing a small area.

For several reasons, this has proved unsatisfactory and further experiments and improvements must be made before this system of FIDO can be used successfully.

Another method engineered by the Air Forces is the turbo-jets. These units are mobile and comparaitvely small. The turbo-jets radiate a great amount of heat and it is planned to experiment further with this equipment at Arcata.

High intensity runway and approach lights provide powerful illumination to assist the pilot in his final approach and landing, after the preliminary approach is made with electronic aids.

As a plane approaches the runway, it is vital that the pilot know his relation to the strip on which he is about to land. This is accomplished by visual reference points provided by approach lights, visible from either side of the plane's glidepath.

These lights begin approximately 3,000 feet out in the approach zone.

Although electronic aids will bring the plane safely to the runway at an elevation as low as 50 feet, the lights are placed 3,000 feet out to allow the pilot sufficient time to orient himself and prepare the plane for landing.

Several types of high-intensity approach lights are being tested at the station. The control tower controls the brightness of these lights and in some cases determines the angle of elevation of each individual lamp. Heat produced by the lamps is so great that each is equipped with a small electric fan inside the casing.

The station has tested the use of a small beam of light directed into a light-sensitive element. This is used for experiments controlling the intensity of approach lights.

Called a *transmissometer*, and developed by the National Bureau of Standards, it automatically calculates the visibility in fog.

A practical design to automatically control the light intensity to suit visibility conditions will be—it is hoped—the ultimate result of this experiment.

To keep pace with improvements made in approach lighting, much experimental work has been accomplished on the development of runway lights. Tests are being made on high intensity runway lighting fixtures produced by various manufacturers.

Reports of these tests will indicate which types of fixtures possess the most desirable lighting characteristics for use with or without high intensity approach lights. Some fixtures tested produce narrow beams of light of 40,000 candlepower intensity which can be focused horizontally toward or away from incoming aircraft, depending on visibility conditions.

Other fixtures are equipped with lenses that project wide horizontal light beams to suit all conditions. No change is anticipated in present standards of runway lighting requiring white lights along the sides of runways, green lights marking the runway ends, and brightness control for all lights.

In four months, 21 flight tests were made at the station. These tests consisted of 226 approaches by all type of planes, in conditions varying from as low as 200-foot visibility up to one mile.

Through the progress already made at Arcata, plus new ideas and future experiments, aviation is steadfastly approaching its goal—that of "24-hour-a-day" aircraft capable of maintaining flight in any weather, whether it be foul or fair.

Navy Seeks "Can Take It" Compass

The Navy is searching for a compass that will be less susceptible to shock from gunfire and heavy seas and provide a steady reading under all adverse conditions.

Constructed at the Navy Material Laboratory, New York Naval Shipyard, is a 75-foot non-magnetic mast which can rotate through a full circle and simulate all the roll, pitch and yaw conditions found aboard ship. Under construction is a device designed to test vibration under conditions of rotation. This device also reproduces magnetic conditions found in any latitude.

Everytime a ship's guns are fired, her pattern of molecules is changed. Although this fact may not seem very startling to the average seagoing man, it has been under close study by BuShips' experts since early in World War II.

The problem of a realiable remote reading compass for use on board ships came up early in the war when critical shortages of non-magnetic materials made it impossible to provide compass housings that would protect compasses from these magnetic fluctuations.

As a possible solution, a new remote reading compass designed for aircraft was substituted for the old direct reading compasses. The master instrument was installed high on the ship's mast where it was clear of the vessel's magnetic fields, since ship magnetic fields are weakest at a minimum height of 50 feet above the deck.

This proved more satisfactory than other systems, but aircraft compasses were found not fully adequate for the purpose. When placed aboard ship they had a high degree of instability, which was increased by the roll, pitch and yaw encountered by the master instrument on the mast.

Prior to this, compasses carefully shielded from stray magnetic currents which would affect their reading were mounted in the pilot houses of ships with their indicator directly before the eyes of the helmsman. Even in these shielded installations, it was realized that the firing of heavy guns in the vicinity of the compass changed the magnetic nature of the ship's structure enough to induce large and semi-permanent errors in the compass.

In peacetime under conditions less forceful than war, these induced compass errors could be measured and compensated for without serious effect. This system, however, was unsatisfactory during the rough battles of World War II.

The pattern of moleculars of an object directly affects its magnetism. According to the theory of magnetism, each of the million of molecules of iron and steel that make up a ship is a tiny natural magnet.

These tiny molecules are ordinarily arranged in a helter-skelter fashion so that to some degree, they neutralize each other. There is, however, a certain amount of magnetism present in all metal structures and around all electrically-operated equipment, although it may be very weak.

A ship always has a magnetic field which fluctuates in strength, depending upon its relative position with the earth's natural magnetic fields. It is these same magnetic fields of the earth that attract the ship's compass to the north.

Ordinarily, the magnetism of a ship is not very strong until her big guns are fired. When this occurs, the molecules are jarred and a great many of them swing around in line with the earth's magnetic field. This strengthens the ship's mangetic field to such an extent that it is stronger than the earth's magnetic attraction and therefore causes inaccurate compass readings.

This is especially true if the ship is heading north or south at the time the guns are fired. The molecules are jarred into line, increasing the vessel's magnetic strength. If the ship then veers into an east or west direction and the guns are fired again, the molecules are knocked out of line with the earth's magnetic field and the ship's magnetism practically disappears. In one recorded case a destroyer on a due north heading suffered a seven degree change of compass reading when guns of a twin 5-inch turret just forward of the pilot house were fired.

The new compass, when completed, is expected to be a combination of the best features of existing compasses and new technical applications.



CHAMORRO boys receive lessons in art of self defense (above). Mothers and offspring get prenatal and postnatal care in Navy's island medical program.



ISLAND

NAVY ADVICE and administration are changing the ruins of the Central Pacific Islands into self-sufficient and self-governing communities.

Instructions in farming techniques, education, handicraft and almost every conceivable vocation necessary for an island community are supplied readily by enlisted and commissioned naval personnel on Guam and American Samoa, the Marshalls, Carolines and Marianas Islands.

However, the Navy is not taking the responsibilities from the natives of molding their own government. Each group of islands has its own administration which in turn is under the direction of the Deputy High Commissioner of the Pacific Islands.

A typical civil administration unit consists of the following departments: education, commerce and industry (labor, private enterprise and agriculture), public works, native affairs, public safety and public health and sanitation.

Most advanced of all administrations is that of Guam, which has its own native commissioners and Congress, divided into a House of Council and House of Assembly. The Guamanian Congress has the power to make and pass laws by which the natives are governed, even to the extent of over-riding the veto of the Governor of Guam, their protectorian administrator.

Education, health and sanitation improvement, police and fire protection for the Guamanians were given under Navy administration (ALL HANDS, July 1946).

But what of the smaller, less-advanced bases? What is the Navy doing there? How are the people faring in their efforts for economic rehabilitation and self-sufficiency?

A prime example of island development in the more remote spots is the tiny island of Majuro in the Marshalls.

In this island, the same type of instruction is being put into effect that has brought Guam to its present stage of development.

Schools, churches, stores, town halls and storage units for copra, the number one industry, are being built by local inhabitants under Navy supervision.

Great interest is shown by the villagers, who take an active part in the building of units that will insure them liberal edu-

GROWTH

cation, economic independence and healthful living. Few districts or groups of people ever displayed as much community spirit as the residents of the village of Airik, Maloelap Atoll.

Every Monday, persons there between the ages of 16 and 60 turn to and hold a Navy field day—cleaning the village, working the roads and gardens, planting trees. Each man is required to plant two of each type of tree available and do some work on his house or clean his property.

The Navy lets the natural resources of the islands supply the materials for construction, contributing only the essentials which may be lacking. This, too, gives the islanders a feeling of doing the work on their own.

Steps in training and construction have been made in each part of island administration as follows:

• *Education*—Most villages in Majuro have a new or good conditioned school. These schools, attended by children between kindergarten and high school ages, are instructed by naval personnel and native teachers. Enlisted Navy men teach courses in the practical use of the English language.

The Marshallese teachers' training school, a Majuro institution to give native boys and girls guidance and instruction as teachers, is another of the Navy's educational steps.



BATTER UP is the cry as youngsters get ready to start their favorite game, softball; it has taught them the use of good English and good sportsmanship.

• *Medicine* — In Navy dispensaries, maintained on all atolls, the task of keeping the natives physically fit is handled by Uncle Sam's doctors and pharmacist's mates. And in the special nurses' training school on the main island of Majuro, pharmacist's mates and doctors train native girls in the art of nursing the ailing back to health.

But one of the biggest responsibilities still assumed by the Navy is the inspection and maintenance of satisfactory sanitation throughout the locality. Monthly field trips are held by line and staff officers and enlisted personnel, in which sanitary stations, drinking water and living conditions are inspected, and advice for remedying faults is given.

• *Economic development*—Along with the copra industry, handicraft forms a major vocation in the Marshall Islands. The Marshallese are adept in that art, and the Navy is increasing its trade value.

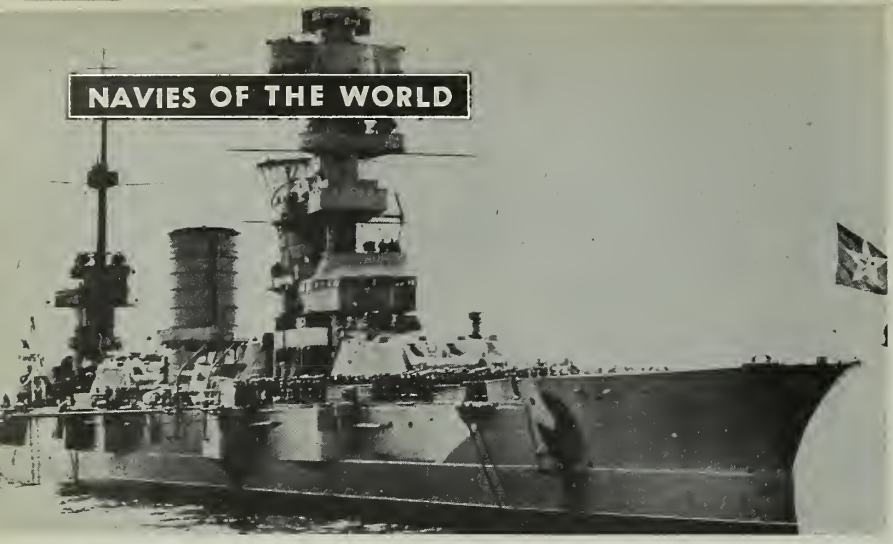
• *Recreation* — Limited athletic equipment, mainly softball gear, has been given to the native schools by the Navy. With instruction in the fundamentals of the sport such as bunting and sliding readily supplied by eager Navy personnel, the game has been of definite value in teaching the use of English and in demonstrating the principles of sportsmanship.

But softball is not the only recreation supplied by the sports-loving Americans on Majuro. Track and field events highlighted the Fourth of July celebration, Labor Day festivities were marked by canoe races, and in the winter, basketball draws its rightful share of interest as a participant-sport.

The Marshallese people as a whole like and trust the Americans and place faith in the Navy medicine and protective measures. Behind the Navy's instruction and under its careful vigil, they are working to create pleasant living conditions and to regain the freedom and self-education they lost during the war years.



PRETTY native prospective brides get preview of new model home. Fine arts and homemaking course is offered to all women who are interested.



ONE OF FIVE Russian BBs appears above. Below, AA gunner scans airlanes.



SHCHUKA CLASS submarine (below) is one of USSR's fleet of underseas craft.



RUSSIA'S

(This is first in a series of ALL HANDS articles, prepared from nonclassified sources, concerning the navies of foreign powers today.)

WITH HER frontiers extended and the influence of Soviet power greatly expanded, the importance of a large Russian navy has become increasingly evident and the Red Fleet emerged from the recent war stronger than ever before.

As primarily a land power without suitable access to the seas, Russia had not emphasized naval construction. In the past, she lived through her rivers and the conquest and settlement of Siberia was made possible by use of the rivers Tobol, Ob, Irtysh and Kama as highways.

During the reign of the czars, an ambitious program of canal-building was started and a canal system connecting the Volga and Neva was completed.

Much Russian shipping was lost during World War I and the Revolution. In 1913, it was estimated that the Russian river fleet totaled 13,400,000 tons, including barges; this had declined to 4,300,000 tons by 1930.

Because of the military and economic necessity of shortening water communications, tonnage of the river fleet rose to more than 6,000,000 in 1937.

During recent years, with few exceptions, the U.S.S.R. has adopted the policy of designing and building its own warships although it has not been reluctant to acquire vessels from allies or from defeated enemies. Center of shipbuilding activity has long been the Leningrad area. However, vessels of considerable size have been built in the Black Sea, particularly at Nikolaiev.

In the Far East, vessels as large as destroyers have been built at Vladivostok.

The Russian navy has gained new advantages from bases in the Baltic, such as Kaliningrad (the former East Prussian port of Koenigsberg).

A handbook issued in Moscow stated that 112 war vessels were added to the Red Fleet in 1939 and 168 more in 1940. The handbook also stated that Soviet forces sank more than 3,500 enemy vessels during World War II.

It is reported that the Russians have a growing submarine fleet, some units of which are recently assembled boats re-

FLEET: IT'S ON THE UPGRADE

ceived from the Germans. These submarines are equipped with the latest German developments in underseas warfare.

During the war, the United States and England transferred a number of vessels to the Red Fleet. Among these was the light cruiser *Milwaukee,* the old *Omaha* class CL-5 commissioned in 1923. As the *Milwaukee,* she operated in the South Atlantic during 1942-43. The 7,050-ton four-stacker was renamed the *Murmansk* when she was transferred to the Russians in 1944.

Also transferred was H.M.S. *Royal Sovereign,* several British destroyers and several 540-ton submarines. From the United States under Lend-Lease went 10 minesweepers, 12 steel submarine chasers, 82 wooden submarine chasers and a number of torpedo boats and other units.

When the Russians retook Odessa in 1944, their Black Sea Fleet was estimated at one battleship, *Sevastopol,* five cruisers (including the *Krasni Krim),* 27 destroyers, 50 submarines and a large number of motor torpedo boats.

Available sources indicate that the Russian navy is composed of four fleets: the Baltic, Northern, Black Sea, and Pacific, plus flotillas in the Caspian Sea, on the Amur, Danube and Dnieper Rivers.

Three units of the U. S. Coast Guard *Wind* class of icebreakers—commissioned in 1944, displacing 5,300 tons and diesel-electric driven—were transferred to the Russians during the war. These are 269-foot vessels strengthened to crush nine-foot ice.

In January of this year, the Russians took custody of two large seagoing tugs built in Orange, Tex., under lend-lease.

One vessel seized by the U.S.S.R. when hostilities ceased was Germany's single aircraft carrier, the *Graf Zeppelin.* This carrier, uncompleted and damaged by bombs, was at the Baltic port of Stettin when the Red army overran eastern Germany shortly before VE-Day. It was to be destroyed by the Russians in accordance with the terms of the Tripartite agreement.

Work on this 19,250-ton ship was started in 1936 when Hitler was a champion of a powerful high seas fleet to supplement the army and luftwaffe. But during the war the nazi naval effort had been diverted to building submarines.

The *Graf Zeppelin* is 850 feet long, speed 32 knots. She was to have a complement of 40 aircraft.

Available sources list the following types and classes of Russian navy vessels:

• Battleships: *Arkhangelsk* (29,150 tons, speed 22 knots, main battery eight 15-inch 42s, completed in 1916).

Sevastopol (26,690 tons, speed 22 knots, main battery twelve 12-inch 52s, completed in 1915).

Oktiabrskaya-Revolutia (23,600 tons, speed 23 knots, main battery twelve 12-inch 52s, completed in 1914).

Marat (23,606 tons, speed 18 knots, main battery twelve 12-inch 52s, completed in 1914).

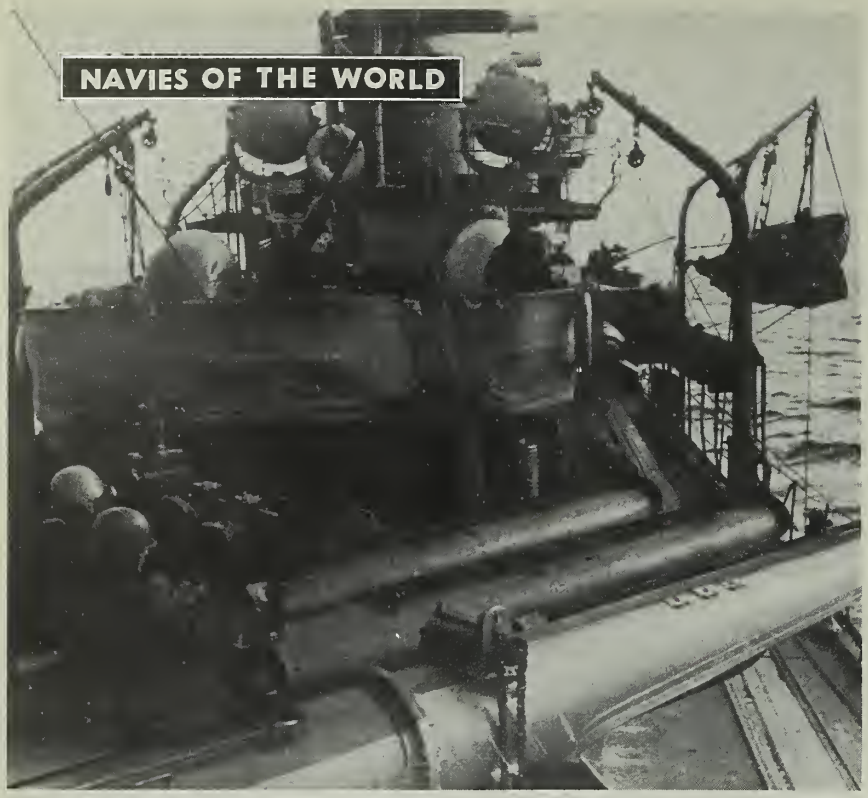
• Russia's heavy cruisers range from the 10,000-ton *Petropavlovsk* class, with eight 8.8-inch 55s, to the 8,030-ton *Krasni Kavkaz* class, completed in 1932, with four 7.1-inch 57s.

In between is the *Kirov* class of heavies, displacing 8,600 tons, with a speed of 33 knots and carrying nine 7.1-inch 57s. These ships were launched from 1936 to 1940 and include *Kirov* (1936), *Maksim Gorki* (1937), *Kubyshev* (1939), *Molotov* (1939) and *Voroshilov* (1940).

In addition to *Murmansk,* the Russians



MEN AND SHIPS must team to produce effective navy. Here sturdy Russian stands guard as *Maksim Gorki,* a heavy cruiser, looms in the background.



ARCTIC PATROL on board Russian single stack DD (above) was tough assignment of the Soviet fleet during the war years. *Smetlivi* rides at anchor (below).



have at least one additional class of light cruiser afloat: *Krasni Krim,* 6,934 tons with armament of fifteen 5.1-inch 55s.

• Destroyer classes include the following: *Kuibeshev* (1,720 tons); *Uritski* (1,670 tons, 40 knots, three 5.1-inch 50s); *Yakov Sverdlov* (1,271 tons); *Leningrad* (2,690 tons, 40 knots, fitted for minelaying, five 5.1-inch 50s); *Vnushitelni* (2,400 tons); *Opitni* (1,670 tons); *Silni* (2,100 tons); *Gromki* (1,800 tons, 38 knots); *Riani* (2,000 tons); *Tashkent* (3,200 tons); *Derzki* (1,090 tons); *Shaumyan* (1,323 tons, 26 knots, four 3.9-inch 60s); *Kalinin* (1,354 tons).

Forty-six ships of the *Stremitelni* class of 1,800-ton destroyers are noted in official lists. These are 37-knot DDs, carrying four 5.1-inch 55s. They are reported to have less top weight than the *Leningrad* class and are of the Odero-Terni-Orlando design. Some are based at Vladivostok. The Germans claimed to have sunk 10 of these ships during the war in the Black Sea and Baltic.

Torpedo boats range from the 700-ton *Sasovietz* class built during 1937-39 to the old 580-ton *Markin* class boats, launched in 1904 and carrying 16 mines and three 3.9-inch 60s.

• Russian submarines generally are designed by lettered classes.

Nonclassified sources list three submarines of the "V" class in the Russian underseas fleet, all of the ex-British *Ursula* class transferred in 1944 as partial substitution for one-third of the surrendered Italian fleet. These 180-foot boats displace from 540 to 730 tons and carry six 21-inch torpedo tubes.

Three "D" class boats, displacing 989 to 1,400 tons, were launched in 1933.

The Red Fleet also possesses a number of "K" type submarines, 308 feet long and displacing from 1,390 to 2,600 tons. Additional boats are "S" class and "P" class.

The ex-British *Sunfish,* 202-foot boat with six 21-inch torpedo tubes and one 3-inch gun, was sunk in 1944 shortly after her transfer to the Russians the same year. This vessel previously is credited with sinking a nazi supply ship in the Skagerrak in April, 1940, and repeating her score the following day. She later reportedly sank a 3,000-ton ship off Norway, hit a 6,000-ton transport with two torpedoes, and hit two more nazi ships in Norwegian waters during December 1940.

Listed also are additional submarines of the following classes: *Shchuka,* "L," *Bol-*

shevik, Mulutka, Yakobinetz and *Metallist.*

The *Yakobinetz,* a Black Sea Fleet unit of 959-1,370 tons, was completed in 1931. The *Mulutka* of 200 tons was built in 1928-30 and has a surface speed of 13.8 knots. Most of these boats, of which more than 70 are noted, were built at Gorki.

There is a possibility that the old *Metallist* class boats have been scrapped. They were built from 1916-22, were of 375 to 467 tons, 150¼ feet long with a surface speed of 12 knots, and were used for taining in the Black Sea.

These boats, of course, are exclusive of submarines added to the Russian navy from the Germans at the close of the war.

Russia has the *Chicherin, Biednota* and *Choriok* classes of river gunboats displacing from 180 to 950 tons. Most of these were built in the Petersburg and Leningrad navy yards.

Numerous patrol craft, minelayers and auxiliaries also make up the Red Fleet.

Ten units of the *Admirable* class minesweepers, built by the United States in 1945, were lend-leased to Russia and comprise her most modern sweeper units. These 795-ton vessels are diesel-electric driven, 184 feet long, and have a speed of 15 knots.

Additional vessels were lend-leased to Russia at the American naval base at Cold Bay in the Aleutians shortly before the U.S.S.R. entered World War II. These craft — including patrol vessels, mine sweepers and landing craft—were sailed from Cold Bay by Russian crews to Siberian and Kamchatkan waters.

Still listed among Russian navy ships are some coal-burning units, such as the destroyer tender *Krasni Gorn* and the repair ship *Serp-I-Molot.* The triple-screwed *Ermak,* a 7,875-ton icebreaker, also is listed as a coal burner.

In "Lloyd's Register," 1939, are listed 716 merchant marine vessels of 1,315,766 gross tonnage.

Feodor Litke, Russian built in 1909, is an example of a different concept of ice breaker. In this ship the bow is quite sharp, forming a wedge of about 19 degrees at the waterline and 13 degrees at the keel. She was designed to ram and cut through the ice and is at her best in broken up and floating ice that she can thrust aside.

A. Mikoyan of the *J. Stalin* class of Russian icebreakers, the largest in the world, has an unusually-designed hull to permit the ship to ride up and crush the ice.



DRYDOCK FOR DECOMMISSIONED BOOKS

Books, millions of them, have been salvaged in a tremendous undertaking at the Naval Supply Depot, Norfolk, Va. The volumes, obtained from decommissioned ships and stations, were put through several stages of sorting, then added to the book stock for reissue.

Since more than 2,500,000 volumes were handled, a conveyor belt system was installed.

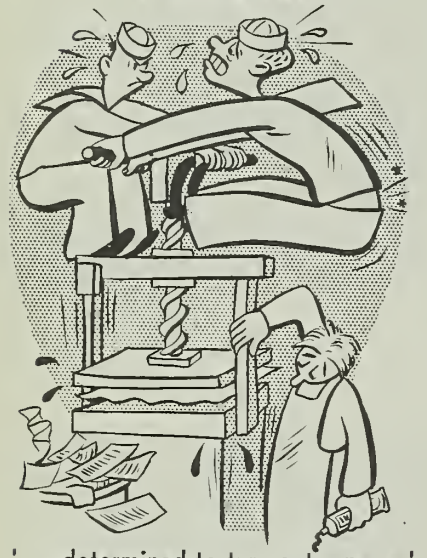
Books which couldn't be used were discarded. Usable books passed along the belt and were picked off alphabetically by the author's name, and placed in bins. They were sorted again, this time by the second letter of the author's name, then were sent to the book stock section (above) to be added to the book stock. Armed Forces Editions (below) were handled similarly.



SALTY SEA PRESS



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'. . . determined to turn out a paper' with the equipment on hand . . .'

A NEW and unique creature has risen in the species of homo sapiens—the Navy journalist.

A wartime creation, this Navy journalist is now a permanent part of the Navy Department — and is destined to bring about better understanding and closer relationship between the Navy and the public, between the Navy and other branches of the armed forces, and between parts of the naval establishment itself.

From a wartime peak of almost 1,500 to the present compact group of 400-plus; from a wartime circulation of approximately 3½ million to the present circulation of about 400,000; from the relative unimportance of a morale booster, to its present value as a truly potent force in molding opinion and disseminating vital information—that's the story of the Navy newspaper.

Though its circulation has been decimated, though its funds have necessarily been cut, though its fellow publications have folded up in swarms, the Navy newspaper of today has risen in its importance to Navy men and to the Navy itself. And today, the Navy paper, manned by a trained, responsible Navy journalist, is a fullfledged, vital, permanent cog in the naval machine.

Let's glance back and see how Navy journalism grew to its present statue.

BW (Before the War) Navy newspapers were, for the most part, mimeographed sheets. Each was a self-sufficient unit which printed local news, what civilian news was available and interpretations (sometimes incorrect) of the latest official dope from Washington. A few large training centers and bases had good-sized letterpress publications, but these were the exceptions.

Came the war, and the Navy realized the potential value of the service newspaper. The Navy united all the individual papers—large and small; mimeographed, offset and letterpress; overseas and continental—by forming a Navy-wide organization (including the Marine Corps and Coast Guard) with headquarters at BuPers, in Washington, D. C. BuPers Circ. Ltr. 70-45 announced and explained the formation of the new centralized system. And the next year, Alnav 19-46 explained the services to be rendered to members.

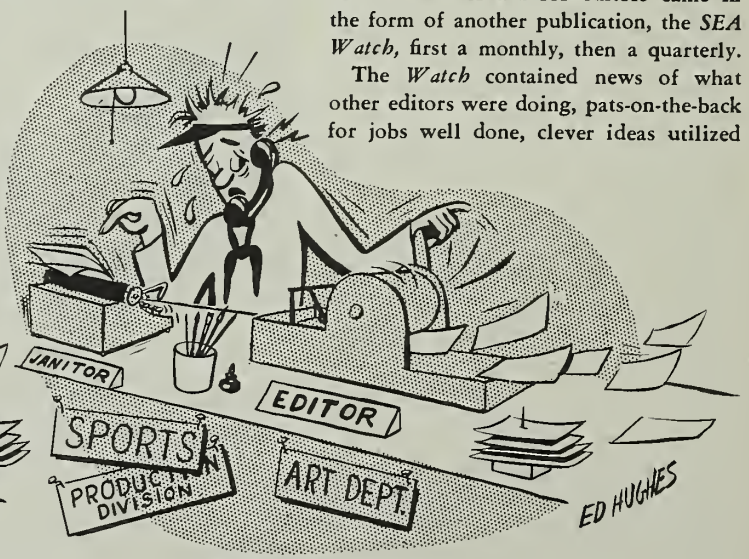
News and sports photos, news stories of general interest and of Navy interest, the latest official dope (cleared with the newsmakers themselves), features, columns, cartoons, mats, comic strips—all came under the functions of the new organization named Ships' Editorial Association, and its product—the *SEA Clipper.*

For inexperienced editors, or those as yet unfamiliar with Navy routine, language and policy, SEA published the *Navy Editor's Manual,* a complete guide to principles of journalism, and more especially, to the principles of Navy journalism. Further aid for editors came in the form of another publication, the *SEA Watch,* first a monthly, then a quarterly.

The *Watch* contained news of what other editors were doing, pats-on-the-back for jobs well done, clever ideas utilized



'DURING the war . . .'



'AFTER the war . . .'

by Navy editors, advice on writing, laying out, printing and distributing mimeographed, offset and letterpress papers. Also, a detailed analysis or critique of any Navy paper was relayed to its editor by SEA when so requested.

The end of the war almost pricked the Navy journalism bubble. With VJ-Day came the mass exodus of personnel from naval journalism to civilian journalism. Demobilization resulted in the deactivation of many ships and stations. Newspapers folded. Those that remained couldn't find capable personnel to carry on. And with the budgetary limitations came even more drastic restrictions.

Yet, today, there are almost half a thousand Navy newspapers in operation. Few of these need worry about adequate personnel, about adequate funds or about being curtailed. Navy journalism today is being carried on by a tightly-organized, compact group of capable men which can expand along with the rest of the naval establishment in the event of another emergency. Instead of folding, Navy journalism became a permanent, integral part of the peacetime Navy.

Why? Because, before the budgetary limitations were set, before all capable journalists had left the Navy for more lucrative outside positions, the Navy had forseen the possibility of the extinction of the Navy journalist. And more important —the Navy did things to prevent this.

In Chicago, Ill., the Fleet Home Town News Center was established. There, men were trained by the Navy in the techniques of journalism and in the specific techniques of naval journalism. At the Fleet Home Town News Center, the Navy created its own tool, its own journalist—the Navy journalist, a new and singular species. These men were sent out as newspaper editors, as news correspondents, as photographers to insure that the dissemination of news would not cease. These men form the core of the new organization.

Other naval journalists have had experience or schooling in journalism in civilian life. Some learned from the SEA *Editor's Manual*. Some learned by working with the Fleet Home Town SPXJOs.

The differences between Navy journalism and public journalism are not distinctly defined. Prerequisites for a good Navy journalist are the practices and techniques of a good public journalist. There is no reason why naval correspondents can't call 'em as they see 'em just as they would in civilian life—provided only that the editorial comment is in good taste and in line with general Navy policy.

Navy papers may be divided into many classifications. Technically speaking, there are three types of printed publications—mimeographed, offset and letterpress. About 30 per cent of Navy papers in publication today are letterpress jobs. Among these are the largest and most elaborate Navy periodicals. Largest group of Navy papers is the mimeographed class — approximately one-half of all Navy and MarCorps papers are mimeographed. The rest of the sheets, about 20 per cent, are offset.

Navy publications may be divided into areas, too. More than 250 papers published by Navy, MarCorps and Coast Guard bases are located within the continental U. S. The rest—about 185—are overseas-based.

By far the largest group of papers appear once a week, with a few dailies being published in overseas areas and on board ship, and a number of monthlies coming out in the States.

In the more detailed breakdown, Navy papers are published at training centers, disciplinary barracks, air stations, naval hospitals, ordnance plants, naval shipyards, naval laboratories, barracks, advance bases, schools, offices, on Pacific Islands, in Alaska—in short, at almost every conceivable type of naval facility.

These papers range in format from pocket-sized to the same size as daily newspapers. They range in circulation from several score to several thousand. They range in content from one-page radio bulletins to magazine-length monthlies. Editors of the papers are anything from a seaman second to a chief water tender.

But the Navy papers of today stand united and ready to work toward similar aims through correspondence with each other, through exchange columns, through SEA. They stand, do these half a thousand papers, with their hundreds of editors, assistant editors, reporters, photographers and artists, ready for the future, whatever that may be.

We'll let one of the Navy editors finish this article in his own words, with a thought to the future:

"Ship and station papers have become a basic tool of the Navy Department. As time goes on, the tool will be improved, recast, sharpened and adjusted to the job it has been designed to perform; it will increase its usefulness. It is designed to become a major means of communication amongst naval personnel."



'. . . to bring about a better relationship between the Navy and the public . . .'

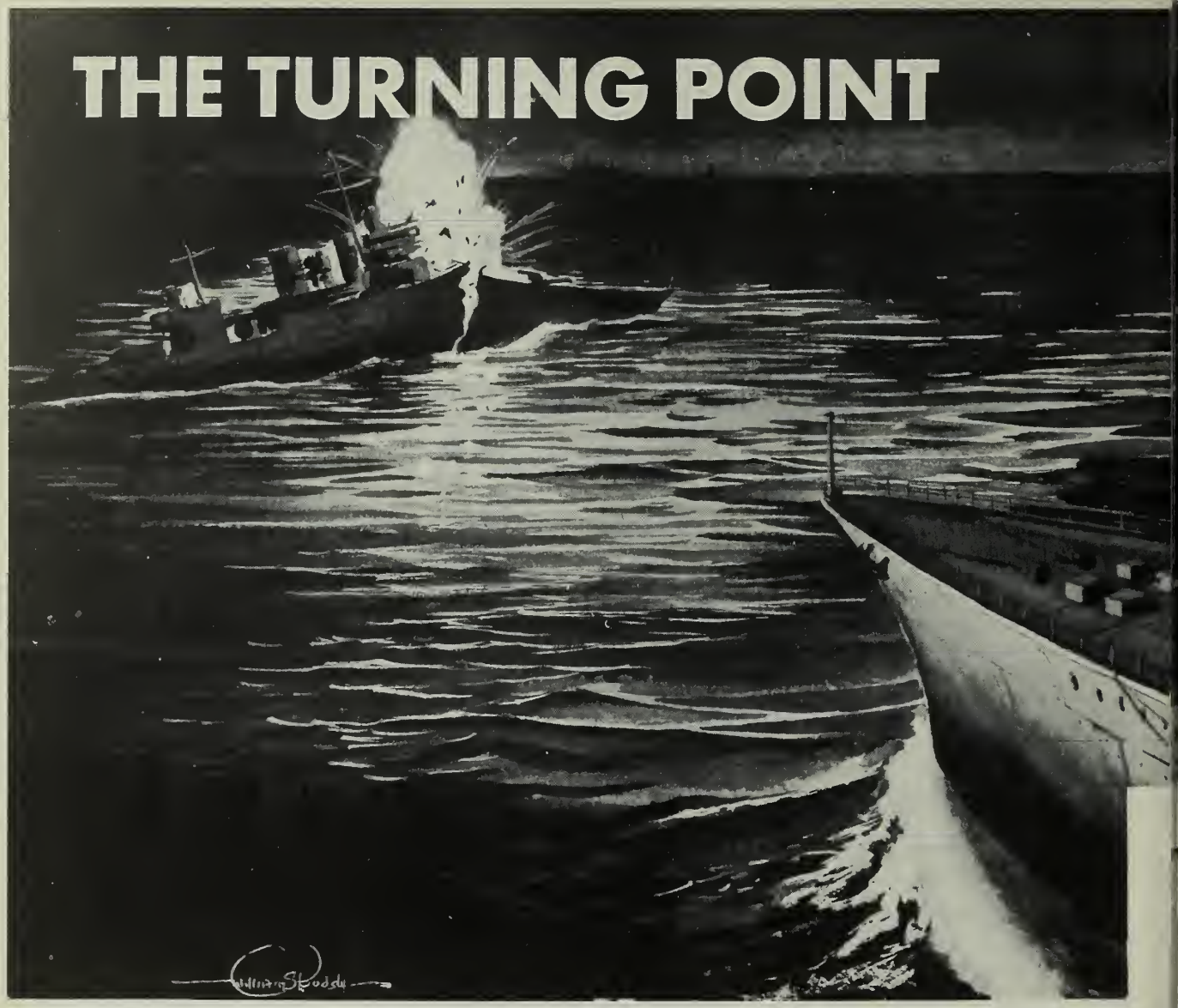


'. . . S.E.A. plays Santa Claus to Navy editors all the year around . . .'



'. . . and what did you say your duty station is?'

THE TURNING POINT



MENTION the words "Tokyo Express" to a veteran sailor of early Pacific fighting and he'll rip off a tale of exciting scrimmages at the drop of a hat.

Perhaps, if you're lucky, he'll tell you about the sweltering night of 30 Nov 1942, when his outfit thwarted the last attempt of the Tokyo Express to reinforce losing Japanese troops on Guadalcanal.

It was quite a battle—a battle that wasn't played up too much in the newspapers and which historians haven't paid much attention to either. However, regardless of what others may think, Marines fighting in Guadalcanal's miserable jungles, and sailors patrolling the narrow and treacherous "Slot," breathed a sigh of relief when the end came to the Express.

What became known as the Battle of Tassafaronga or Lunga Point was the last major engagement between surface ships in the battle for the southeastern Solomons. In a furious night engagement, a group of U.S. cruisers and destroyers put the finishing touches to the rice paddy boys' favorite naval unit, the Tokyo Express.

The story goes like this:

Although the Japanese forces on Guadalcanal had been pretty well routed, many attempts were made to land more troops and equipment. This was the main purpose of the Tokyo Express, which raced down along Savo Island from Japan toward Guadalcanal Island. Time and time again these express convoys had been intercepted by American ships and planes. But persistently they came back.

On 29 Nov 1942, one such stubborn Japanese force under the command of Admiral R. Tanaka, consisting of eight destroyers carrying supplies and troops, was trying to beat the game. Leaving Buin, it passed east through Bougainville Strait past Roncoder Reef, then south to Ramos Island, then west and south around Savo Island to Tassafaronga where the Japs planned to reinforce their depleted forces ashore.

From information gained by air reconnaissance planes, Admiral William F. Halsey, Jr., USN, formulated plans to cope with the latest unit of the Tokyo Express. Up from Espiritu Santo Admiral



Halsey sent USS *Minneapolis* (CA 36), *New Orleans* (CA 32), *Pensacola* (CA 24), *Honolulu* (CL 48), *Northampton* (CA 26), *Fletcher* (DD 445), *Drayton* (DD 366), *Maury* (DD 401), *Perkins* (DD 377), *Lamson* (DD 367) and *Lardner* (DD 487) to intercept Admiral Tanaka's force. Task force commander was Rear Admiral C. H. Wright, USN, who carried his flag on USS *Minneapolis.*

At about 2200 on 30 November the American cruiser-destroyer task force passed through Lengo Channel into Savo Sound. At the same time, steaming down from the north came the Japanese force, which was entering the sound from the opposite direction. Closer and closer drew the opposing forces.

For an hour the two forces steamed silently toward each other. Then, at 2300 the *Minneapolis* established radar contact with the enemy.

The destroyers were ordered in for a torpedo attack. At 2316, the leading destroyer, USS *Fletcher* launched her torpedoes at a range of 7,000 yards. At the same moment the Japanese formation slowed from 15 to 12 knots as they approached the shore line between Cape Esperance and Tassafaronga. Just as the Japanese destroyer *Naganami* sighted two torpedoes crossing her bow, the *Minneapolis'* first salvo was away. Within seconds following, the whole U.S. task force opened up with all its guns.

But the Japanese were evasive. Admiral Tanaka, upon sighting the American task force, ordered his ships to withold fire until absolutely necessary for defense. This was to guard against divulging the number and position of his destroyer force.

However, one destroyer, the *Takanami,* serving as a picket ship on the port beam of the flagship *Naganami* disobeyed the order and met with fatal result. She returned the cruiser's fire, and was promptly sunk by an overwhelming volume of fire from the American guns.

Upon encountering superior forces, the Japanese commander deemed it most healthy to avoid battle. Increasing their speed to 24 knots, the Japanese fired torpedoes, executed a simultaneous turn to left, and retired northward without firing a gun. Once again their comrades awaiting help on the beaches of Guadalcanal were left unaided. It was the last large-scale attempt by the Tokyo Express to reinforce beleaguered Japanese troops on Guadalcanal.

Although surprised by the American forces in the darkness, the Japanese destroyers displayed considerable skill and recovered rapidly.

Though our task force literally scared away the Japanese ships, it was to suffer greater damage than the enemy.

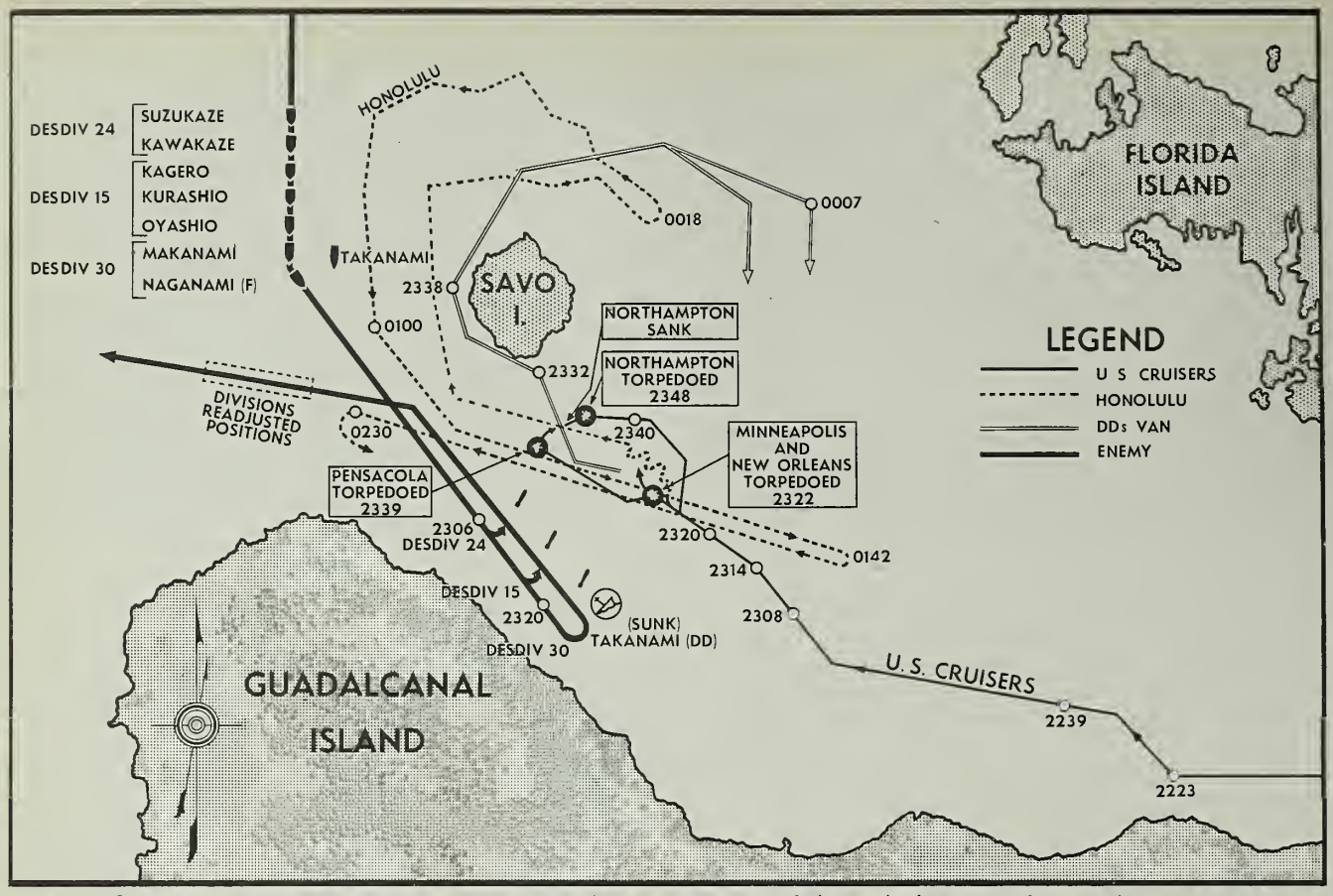
At the moment when the Japanese destroyers made the evasive turn they launched a spread of torpedoes at the attacking cruisers.

At about 2327 two torpedoes hit the flagship *Minneapolis,* ripping away her bow. The *Minneapolis* appeared doomed, but the flood of water had the effect of diminishing the fires and due to the efficient fire fighting parties, all fires were extinguished.

Her skipper, Rear Admiral (then Captain) Charles E. Rosendahl, USN, ordered *Minneapolis* to proceed to the secluded harbor of Tulagi, 18 miles away. Enroute to Tulagi the jettisoning of heavy gear, which was begun immediately upon the torpedoing, was continued.

Assisting *Minneapolis* away from the scene of battle was the destroyer *Maury,* which had just received repairs for damages suffered by bomb splinter in the Battle of Santa Cruz Island, 25-26 October 1942.

Following in van of *Minneapolis, New Orleans* swung rudder hard right to avoid colliding with the damaged flagship. The maneuver was executed too late, however, and a Jap torpedo exploded on the port side between No. 1 and 2 turrets. The bow and No. 1 turret torn away from the ship, crashed into the port quarter of



TRACK CHART prepared by ALL HANDS artist shows maneuvers of ships which engaged in Battle of Lunga Point.

New Orleans, denting the plates and crippling the inboard propeller. Soon thereafter the bow sank.

The ship was burning forward; she was down 12 feet by the head, and only the thin forward bulkheads held back the sea. By heroic work salvage parties kept the crippled *New Orleans* afloat to permit her to proceed at two knots to Tulagi harbor.

Another veteran of early Pacific fighting, *Pensacola,* also took heavy punishment from Japanese torpedoes. She took a torpedo which started fires and flooded one engine room. Some of the fires were so close to gun positions that ready ammunition exploded, causing more damage. Again excellent team work brought the fires and damage under control. *Pensacola* emerged safely from the action under her own power.

The only light cruiser in the task force, USS *Honolulu,* was following in van of *Pensacola.* Immediately upon seeing his guide being struck by an enemy torpedo, Rear Admiral (then Captain) Robert W. Hayler, USN, *Honolulu's* skipper, in an effort to save time, took the wheel and turned hard right to avoid onrushing Japanese torpedoes. This act, and the fact that *Honolulu* was the only cruiser using zigzag tactics, probably saved her from suffering the same fate.

Bringing up the rear of the cruiser fighting line was *Northampton.* Unlike *Honolulu* she failed to make an evasive turn, and consequently was struck by two Japanese torpedoes, which ripped a great hole in her port side. This ruptured her fuel tanks, which caused her boat deck to be drenched with burning oil. Fires set off ready ammunition and the ship looked like a field of fireworks.

Because her pumping system was put out of commission, her fire fighting and damage control parties were unable to check the spreading fires. At 0130 on 1 December she attained a 30-degree list, and her skipper, Rear Admiral (then Captain) Willard A. Kitts, 3d, USN, ordered *Northampton* to be abandoned except for a salvage crew which made last-minute attempts to save the stricken vessel. However, an hour later, her captain and the salvage crew were removed when salvage attempts became futile. *Northampton* heeled over, stood on her beam ends, and sank stern first.

On paper the Battle of Tassafaronga may have seemed like a defeat for our Navy, but although a cruiser was lost and three others were severely damaged, the battle may be chalked up as a successful operation. Our objective was to prevent the Tokyo Express from reinforcing the Japanese troops on Guadalcanal and this was done.

Shorly after the Battle of Tassafaronga had been fought, the Guadalcanal area was secured. The Army came in and relieved the Marines, and the Navy sent more ships out to chase the Japs from the seas. The United States was taking the lead in the Pacific War—the march toward Tokyo was in full swing.

After the end of the war, Japanese Fleet Admiral Nagano had this to say about this particular phase of the Pacific War: "I look upon the Guadalcanal and Tulagi Operations as the turning point from offense to defense, and the cause of our setback there was our inability to increase our forces at the same speed that . . . (the Americans) did."





EMERGENCY generator (left) powered radio gear (right), provided only means of communication for Gulfport, Miss.

HELPING HAND RESERVE

THE PUBLIC address rustled and a voice began:

Now hear this—All hands of division 8-39 *will form under officers or petty officers into rescue squads of three to five men each.*

The Naval Reservists were ready and waiting. If the hurricane continued on its present course toward the Mississippi Coast and onto the city of Gulfport, there would be plenty for them to do.

By 1600 on Thursday 18 September the CO, Lieutenant Commander Louis Cotten, USNR, had organized an emergency radio network of amateurs ready to operate from their homes with emergency generators. By 1700 the winds had mounted to half-gale velocity and the men began to realize that only a miracle would stop the hurricane from hitting their area full force.

Three hours later the wind lashed itself to full-gale velocity and by 0345 the city's power lines were either down or had failed. From that time until Sunday afternoon, the Reserve unit's auxiliary power generator supplied electricity for the Mississippi Gulf's only communication from that area.

A CPO and some enlisted men were sent out at 0700 on 19 September to survey the nearby coastline, where it was discovered that water in Mississippi Sound had risen to a depth of three feet or more along coastwise Highway 90. There had been a rise of 12 feet above low mean water and the sound was still rising.

Moored by its anchor chain to the pier was the Naval Reserve training vessel PC 586, whose personnel kept watch on deck to fend off huge creosote tanks which floated past after being dislodged from a nearby tank farm.

Refugees arriving at the armory brought the first tales of Reservists at their work —how some had tied together rafts from pieces of their own clothing to reach survivors on roofs and tree tops, how others had swum through treacherous currents.

As many as 2,000 refugees crowded into the armory at one time, among them approximately 40 babies and young children. Wounded survivors were carried by Reservists to the hospital 600 yards away.

Later that night the auxiliary power supply at the hospital failed, with large numbers of people there in need of immediate attention.

Reserve personnel hurried over to set up one of the Navy's gasoline electric generators and within an hour the emergency operating room and the delivery room were illuminated. With another generator they later were able to light all wards and other essential parts of the hospital.

Fifteen persons were reported dead in the area and Reserve corpsmen and a few doctors took over the small Bay St. Louis hospital. During the corpsmen's service there, they administered 3,500 typhoid immunizations and 1,500 tetanus shots. They treated 480 wound punctures and 175 minor wounds, and dressed 692 others.

Fifteen persons reported to the corpsmen with snake bites and 51 cases of hysteria were treated by the Reservists—in addition to their aid in deliveries of four babies.

One airline used the Reserve radio to reroute its flights to points outside the storm area. Two railroads not only learned details of the damage to their lines through the Reserves, but were able to send instructions over Reserve communications for detouring trains.

When the Red Cross director of disaster relief arrived on Sunday afternoon to take over relief measures, the Reserve unit was providing the only means of communication out of the area.

With the Mississippi National Guard called to duty and the Red Cross organized to take over emergency relief, the remaining Reservists on duty were relieved on Monday night, four days after their unit was ordered to duty.

Navy-Trained Personnel Ready for Action When Disaster Strikes

TWO-MINUTE MEN



SMOKE pours from an engine of a PBM (above) as the Navy's "two-minute men" swing into action. Fog-foam equipment is being used to blanket the fire.

A BIG four-engine transport crash-landed at Floyd Bennet Field, New York. Sirens wailed their blatant warning. Running feet and whirling wheels sped toward the blazing plane. Tension gripped the air. Horror and death hovered over the landing field.

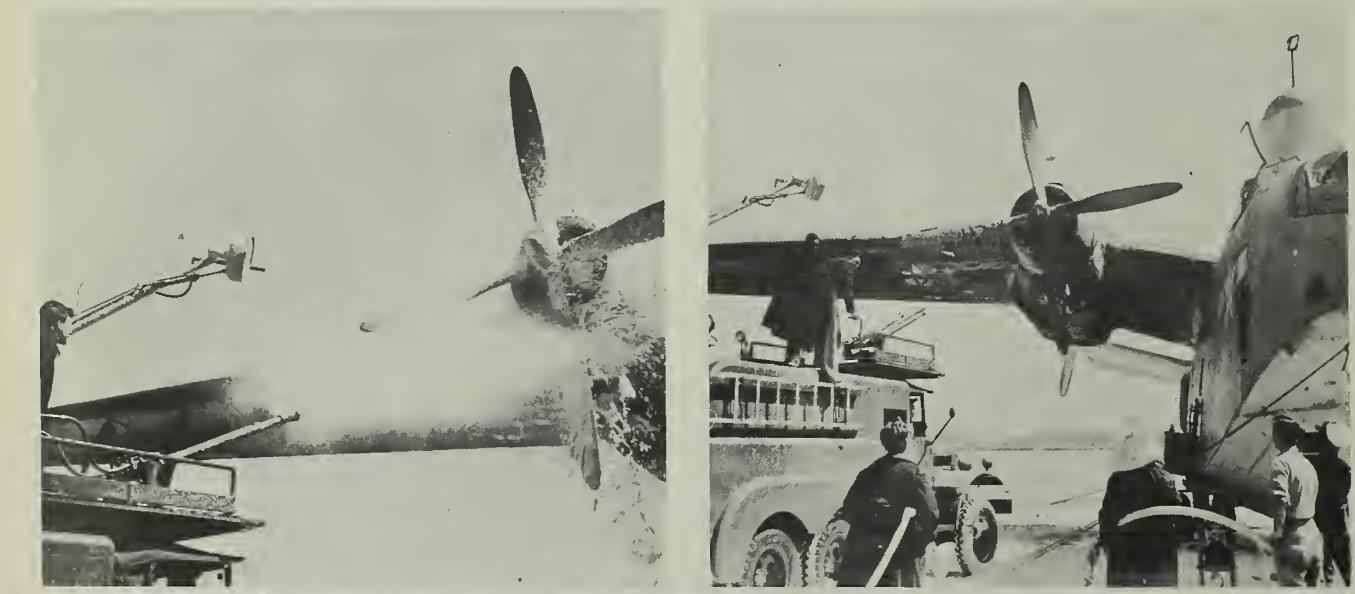
But within two minutes—even before the haunting sound of the sirens had died away—a Navy crash and fire-fighting crew had subdued the fire, and all 41 passengers and crew members emerged unhurt from the battered transport.

This scene typifies the excellent work performed by the Navy's highly-trained "two-minute men."

These men are naval airfield crash truck crews, skilled in use of special fire-fighting equipment and methods developed by the Bureau of Aeronautics. Their goal is to complete the rescue of all personnel from a blazing plane within two minutes.

The two-minute goal was set after BuAer's research and development program in the fire-fighting field resulted in outstanding achievements in the science of saving personnel trapped in burning planes. These involve the use of fog-foam equipment and the development of a definite technique for quickly controlling plane fires.

There are three methods of using fog-foam equipment. In one, a heavy foam



GOING (left), gone (right), fire is brought under control quickly. Special equipment and methods developed by BuAer.

generated with water and a mechanical foam compound is sprayed on the burning plane to smother the flames. In another, a fine spray of water from the high-pressure fog nozzle cools the plane and the surrounding air to prevent combustion. In the third, a combination of the two is used to both smother the fire and cool the burning surface.

As soon as the Navy fire-fighting team reaches the burning plane, streams of low-pressure fog-foam are directed from nozzles atop the fire truck toward the flames immediately surrounding the cockpit or cabin. Because of the smothering and cooling effect of the fog-foam, this actually permits the men to fight the fire from within the plane.

Simultaneous with the high-pressure attack, carbon dioxide and low-pressure foam in greater volume is used to attack the fire around its edges. To complete the rescue, a path is cleared for the rescuers to approach the cockpit or cabin, and special tools are used to free occupants trapped inside.

Specialized equipment is utilized by Navy and Marine aviation two-minute fire-fighting crews. A special fire truck, model FFN-5, is used. This truck carries 800 gallons of water and 80 gallons of mechanical foam compound. At full capacity it can discharge approximately 4,000 gallons of fire-extinguishing foam in one minute.

Another fire truck, model FFN-4, carries three tons of refrigerated low-pressure carbon dioxide. It is equipped to discharge 1,000 gallons of foam.

A third vehicle used in crash fire-fighting is a high-pressure fog truck, Model FFN-3. Utilizing a special pump, it can deliver cooling fog through two "guns" for rapid cooling of fuselages and protection of personnel involved in rescue operations. This truck also is equipped to dispense foam, either as a solid stream or as fog-foam, to cool rapidly and extinguish flames.

A training school for prospective crash and fire-fighting crew leaders is operated by the Naval Air Technical Training Command. In addition, NATTC also maintains three mobile training groups which periodically visit all aviation activities to conduct training operations in newest techniques and equipment.

Because of the Navy's superior fire-fighting equipment and methods, civilian organizations and air terminals now are applying these same techniques to their own crash and fire-fighting forces.



SNOWY bubbles of fog-foam blanket a plane in test of new high-capacity fire-fighting equipment being installed by the Navy on aircraft carriers.

New Fog Foam Gear Fights Ship Fires

Fire aboard ships, sometimes more dangerous than the enemy, is being successfully combated by a new technique developed by BuShips.

A new all-purpose fog nozzle and mechanical foam have completely revolutionized shipboard fire-fighting.

The new equipment will eliminate the small capacity manually-filled foam tanks.

The apparatus generates foam—the primary agent in extinguishing fire—at a more rapid rate and in greater quantities than ever before possible with naval or commercial equipment.

This new installation is being placed aboard aircraft carriers and fire-fighting tugs used to fight large oil and gasoline fires.

In the carriers, the installation consists of a series of independent stations with outlets strategically located on the flight and hangar decks. Hose outlets 2½ inches in diameter are provided on the flight deck, while on the hangar deck the outlets are both 3½-inch monitors and 2½-inch hose valves.

Each 2½-inch nozzle can deliver 1,200 gallons of fog foam a minute, while the 3½-inch monitor nozzle is capable of delivering 3,300 gallons a minute. The system throws out a fog foam blanket over many times the area that is possible with the old equipment, and in a fraction of the time.

The all-purpose nozzle can be adjusted to throw a solid stream of water or send the water out in a fine mist-like spray.

The advantages of this fog are protection of fire-fighters from intense heat, use of small quantities of water and superior heat absorption, plus the fact that water damage is kept down to a minimum. The fire-fighter can approach the seat of the fire by holding the nozzle in front of him, with very little danger to himself.

Mechanical foam is generated by a special nozzle. Soybeans, fish scales and iron salts are used to produce a smothering mass of large snowy bubbles which last for hours after being spread. Its adhesive qualities enable it to stick to anything. A stiff gale will not blow it away, and it can be laid in dikes to combat gasoline fires.

For decades before World War II, there was little change in fire-fighting methods. With the advent of large scale aerial warfare, however, equipment for fighting fires at close range made necessary the development of new techniques.

After completing studies of extensive tests, BuShips reached the conclusion that if this new equipment had been available during the war, damage to carriers resulting from fires would have been considerably less.

"OLD '84'



NO MORE is 'Old 84' (above), old-time naval prison on Mare Island, which is being remodeled into warehouse. Visitors viewed the main cell block (below).



OLD "84" no longer exists.

The roughest, toughest, oldest U. S. Navy prison has given way to the impetus developed by the Navy toward a more modern and humane disciplinary system.

Within the heavy brick-and-concrete walls of the old building, workmen are currently face-lifting the structure for eventual use as a warehouse.

The building will house machine tools and other equipment for storage instead of general court-martial prisoners of intractable disposition or convicted for long terms.

The 24 cells designed for solitary confinement — nicknamed "coke ovens" because of their appearance and nearly complete darkness—are being removed along with the partitions of the other cells.

For more than half a century the prison stood on Mare Island, a prominent landmark on the same site as a previous Spanish prison. An eight-foot cyclone fence, topped with barbed wire, surrounded the building and the tiny recreation yard.

Despite the addition of other facilities nearby, some within and some outside the enclosure, space was cramped during the last war. During the evening leisure hours, the library's facilities for 30 men were constantly crowded; the others filed onto the deck of one of the additions.

The sick bay accommodated only four beds and excess cases had to be sent to the Marine barracks.



NO MORE"

Operating since 1891, the structure confined thousands of prisoners whose offenses ranged from the sale of Government firearms to morals offenses and murders.

"Old 84" was outdated in design but it was more seriously antiquated by a new concept in naval discipline. So were the naval prisons at Portsmouth, N. H., and Parris Island, S. C., both previously disestablished.

Under the new corrective services system, men are generally quartered in dormitories rather than prison cells.

The prisoners are not pampered, however, in the retraining commands and disciplinary barracks. Although the men work outside the fence most of the time, they are accompanied by guards. They are required to live up to the better treatment they are awarded under the new system.

Some inmates of the disciplinary barracks at Portsmouth, N. H., and Terminal Island, San Pedro, Calif., will serve out their full time there. The rest will progress to the two retraining commands at Norfolk, Va., and Mare Island. From there, they have a chance for probation and a new start in life.

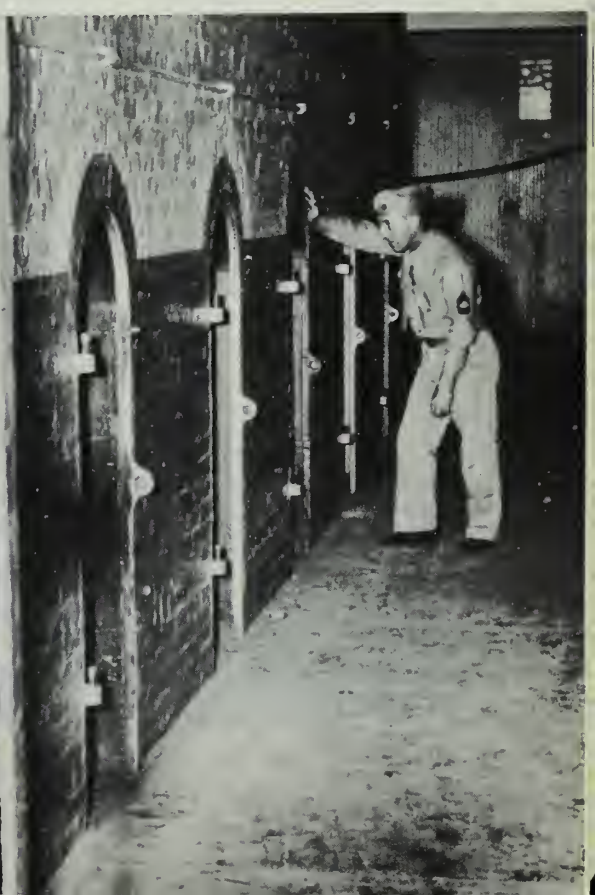
But "Old 84" is out of the picture, no matter where the prisoners serve their time. As a warehouse, one of its better features will be the heavy iron bars—to keep personnel on the outside.





PRISONERS no longer are confined in main cells (above), 'solitary' cells (below). Workers (below, left) prepare the old prison to house tools, equipment.





LETTERS TO THE EDITOR

Re-enlisting Overseas

SIR: Is it possible for a man to execute re-enlistment on Guam in order to complete normal tour of overseas duty outside the continental limits of the United States? If so, will travel allowance, due at the expiration of enlistment, be held in abeyance pending the man's return to continental limits or will the travel allowance in this case be forfeited?—L. T. G., CPHM., USN.

• (1) *A person may re-enlist in the Navy at any duty station, or Navy recruiting station, inside or outside the continental limits of the U. S.* (2) *No matter where a man re-enlists, he receives full benefit of travel allowance. In your case, you will receive travel allowance from Wilmington, Calif. (your port of entry from Guam), to the last place of enlistment.*—ED.

Maritime Service

SIR: I served in the Maritime Service from July 1943 to August 1945, then enlisted in the Navy. Does my maritime service count for a service stripe?—N. P. S., Y3, USN.

• *No. Art.* 990, *U. S. Navy Uniform Regulations, provides that only active service in the U. S. Navy, Army, Marine Corps, Coast Guard and Naval Reserve counts for this purpose.*—ED.

Four-Stacker Scrapped

SIR: What ever happened to the old four-stack destroyer, USS *Pruitt*, which was converted to a minelayer during the war?—T. E. M., S1, USN.

• USS Pruitt, *which started her naval career as DD* 347 *and was a light minelayer during the war* (*DM* 22), *was later reconverted to AG* 101 *and scrapped in March* 1946.—ED.

This column is open to unoffical communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Navy Secret Service?

SIR: Is there any kind of secret service in the Navy that an enlisted man can get into, such as the OSS or something similar? If so, how would a person get the details for it?—F. M. B., S1, USN.

• *Although the Navy has no branch similar to the OSS, there is a chance for enlisted naval personnel who are interested in world affairs to take an actual hand in the work.*

While in the Navy, the only means of getting into that type of work would be to get assigned to an attache's office abroad, as a yeoman. There, the man would work in international correspondence, etc., rather than in secret service or personal exploitation vocations.

Applications should be made to the Chief of Naval Intelligence, Navy Department, Washington 25, *D. C., via Commanding officers.*—ED.

Maximum Age Limit

SIR: I have read that there is a shortage of personnel in the Navy. I have tried to reenlist, but was advised that I was too old. I was born on 2 Sept 1905, enlisted on 3 Aug 1942 and was honorably discharged on 5 Mar 1947. Is it possible for me to get a waiver?—R. J. A., PHOM1, USNR.

• *No, a waiver cannot be granted in this case. Maximum age limit is under* 31 *years after deduction of previous active service other than training duty.*—ED.



USS PRUITT—Old four-stacker, veteran of over 25 years' naval service, scrapped.

Change in Rate

SIR: In ALL HANDS, February 1947, p. 31, you answered a question from A.V.M., in which you stated that changes in rate from one enlisted branch to another can be made if authority is received from the Chief of Naval Personnel in individual cases submitted via official channel. I requested a change in rate from the steward branch to the seamen branch so I could strike for yeoman, but it didn't pass my CO because he said the references you gave were not sufficient to prove that such a change can be made, even though he favors my changing. Can you give further information and references?—C. M., ST1, USN.

• *Our answer to A.V.M. in the February issue was correct and sufficient, although further references that might be cited are BuPers Circ. Ltr.* 48-46 *(NDB, Jan-June* 1946 *cum. ed.) and Para.* 12 *of BuPers Circ. Ltr.* 191-46 *(NDB,* 31 *Aug* 1946).—ED.

Transfer to Athens

SIR: I would like information on how I could submit an application to BuPers for transfer to Athens, Greece. I understand Greek and speak it fluently. Are there any openings for naval personnel in that area?—A. J. C., S2, USN.

• *There are no vacancies at present and it is impracticable to predict when a vacancy for a seaman will occur in the American Mission Aid to Greece. You may submit a request in accord with BuPers Circ. Ltr.* 139-47 (*NDB,* 30 *July*) *for consideration at such time as a vacancy occurs.*—ED.

Re-enlisting and Reverting

SIR: After six years' service in the regular Navy prior to the war, I was discharged and then re-enlisted in class USN-SV, after a 19-month period. I was appointed ensign, USN (T), and subsequently promoted to lieutenant (jg). (1) When I revert to my permanent enlisted rating and am released, will I be allowed to re-enlist, since my permanent enlisted status is USN-I? (2) If not, may I change from USN-SV to USN before I revert to enlisted status? (3) If so, may I transfer to the Fleet Reserve after twenty years total service?—J. W. G., LTJG, USN (T).

• (1) *You will be allowed to re-enlist regardless of your status if you can meet the other requirements.* (2) *Afraid not, on this one.* (3) *Yes, if you are a member of the regular Navy with* 20 *years active federal service and otherwise qualified.* —ED.

Record of Marks

SIR: If an enlisted service record were lost or destroyed, BuPers could provide a duplicate copy of the complete record except for pages 5A and 5B, on which are the quarterly marks assigned a man during his enlistment. In this way, BuPers has no record of the marks assigned a man.

Does BuPers propose making changes to these pages of the service record? If not, how can you determine the type of discharge to which a man is entitled if his record is destroyed a month or so prior to the expiration of his enlistment? —R. E. F., LTJG, USN.

• *But BuPers does have a record of proficiency marks. These marks are assigned a man when he is transferred and are placed on page 9Y of his service record. A copy of this page is sent to BuPers to be placed in his jacket there. On pages 9 of the service record at BuPers are entries of courts-martial and other entries indicative of the character of a man's service. There are no changes to the page 5A-5B contemplated.*—ED.

Too Wide for Canal

SIR: What active Navy ships cannot pass through the Panama Canal?—W. O. F., CY, USN.

• *The Midway class carriers, consisting of the* USS *Midway* (*CVB* 41), USS *Franklin D. Roosevelt* (*CVB* 42) *and* USS *Coral Sea* (*CVB* 43) *all with a* 136-*foot beam, cannot pass through* 110-*foot wide locks of the Panama Canal*—ED.

2 Citations for BB 57

SIR: Did USS *South Dakota* (BB 57) receive either the Presidential or Navy Citation during World War II—H. E. I., Pvt., USMC.

• USS *South Dakota received the Navy Unit Commendation for service on* 26 *Oct* 1942 *and* 14-15 *Nov* 1942.—ED.

Fleet Reserves and GI Rights

SIR: Will I be eligible for education and subsistence payments under the GI Bill of Rights after I transfer to the Fleet Reserve on 20 years in March 1955? —R. C. P., CPHM, USN.

• *Yes, Fleet Reservists are eligible for the full educational benefits of the GI Bill of Rights, if they meet the usual requirements. Although Fleet Reservists draw retainer pay, subsistence awarded to those attending school under the GI Bill is not scaled down, but is the same as for other veterans. However, Fleet Reservists and other veterans are entitled to educational benefits only until* 25 *July* 1956, *unless they enlisted or reenlisted between* 6 *Oct* 1945 *and* 6 *Oct* 1946.

Other benefits of the GI Bill apply equally to Fleet Reservists and other veterans, including guaranty of loans, readjustment allowances, and job-finding assistance.

To qualify for the provisions of the Bill, persons must have served 90 *days or more on active duty in the armed forces, part of such service to have occurred between* 16 *Sept* 1940 *and* 25 *July* 1947.

It must be remembered that any eligible veteran, to collect on the educational provisions of the GI Bill, must begin his course of study within four years after discharge or within four years after the end of the war, whichever is later.

All educational benefits end nine years after the end of the war. For purposes of the GI Bill, the war ended on 25 *July* 1947, *and educational benefits cease for most people on* 25 *July* 1956. *However, the Voluntary Recruitment Act of* 1945 *says that if a person enlisted or re-enlisted between* 6 *Oct* 1945 *and* 6 *Oct* 1946, *the war does not end for that veteran until the expiration of that period of enlistment or re-enlistment. Therefore, if you re-enlisted during that period, the war may not yet have ended for you, and your benefits are extended accordingly.*—ED.



TBM AVENGER—Plane saw plenty of war service. Note carrier above port wing.

Duties of Mailmen

SIR: Has there ever been a directive issued restricting the duties of mailmen and, if so, is it still in effect?—T. F. H., MAM3, USN.

• *Yes. See BuPers Circ. Letr.* 185-46 *(NDB,* 14 *Aug* 1946). *It is still in effect.* —ED.

Transfer from USNR to USN

SIR: Is there an authority to transfer a man from USNR to USN in same pay grade after he has completed a four-year enlistment in USNR, all of which time has been spent on active duty?—G. W. U., CY, USN.

• *No. Reservists on active duty under NavPers appropriation are not eligible for changeover to regular Navy. Upon release to inactive duty they may be enlisted in* USN *only at regular recruiting stations in accordance with current instructions.*—ED.

Avenger vs. Corsair

SIR: Some of us "airdales" have been arguing about the Navy's torpedo plane, Avenger (TBF-1). Does it, or does it not, have greater horsepower than the Corsair (F4U)?—L. D. M., AERM1, USN.

• *It does not. The Avenger, powered by a Wright engine, has a total horsepower of* 1700, *while the Corsair, powered by a Pratt and Whitney engine, has a total horsepower of* 2100.—ED.

Duty on Coral Sea

SIR: (1) When does the Navy expect to commission the USS *Coral Sea?* (2) How soon before the actual commissioning can I request duty aboard her?—E. R. B., PHOM1, USN.

• (1) *The* USS Coral Sea *was commissioned* 2 *Oct* 1947 *at Portsmouth, Va.* (2) *Submit letter for change of duty through regular channels, attention Pers-*630*B.*—ED.

Degree for Graduates

SIR: I have been wondering for a long time what degree graduates of the Naval Academy receive. Could you answer for me?—J. B., S1, USN.

• *All graduates of the U. S. Naval Academy receive a Bachelor of Science degree.*—ED.

Gratuity to Enlisted Men Only

SIR: In ALL HANDS, July 1947, p. 28, I noticed that there is a $2.00 per month gratuity given to holders of the Navy and Marine Corps Medal. Unlike the other awards, it does not appear to apply to enlisted men only. I was the recipient of this award early in 1944 and am now on the retired list. Am I entitled to this extra two bucks?—J. D. G., LTJG, USNR (Ret).

• *No. Although the Navy and Marine Corps Medal was the only decoration discussed in which* ALL HANDS *did not definitely specify that the gratuity was only for enlisted men, Public Law* 702, 79th *Congress, provides that this extra* $2.00 *shall be paid to enlisted personnel only.* —ED.

Bon Homme Richard No. 14

SIR: In ALL HANDS, October 1947, p. 30, you ran a picture of USS *Bon Homme Richard* (CV 31). Under the picture you state that she was the first ship of the *Essex* class and was launched 26 Nov 1944. Aren't you a little fouled up?—M. D. Z., CAERM, USN.

SIR: . . . It is my understanding that the first ship constructed in a class is named as the class will be named . . .—M. H., LT, USN.

• *A blushing* ALL HANDS *begs forgiveness.* USS Bon Homme Richard (*CV* 31) *is the 14th carrier of the* Essex *class and was launched 29 April* 1944, *commissioned 26 Nov* 1944.—ED.

Extending and Reenlisting

SIR: BuPers Manual states that an agreement to extend an enlistment may be cancelled for the purpose of reenlistment. Now that two-year enlistments are again authorized, may I cancel my agreement to extend for three years in order to reenlist for a period of two years?—W. F. W., CSK, USN.

• *A man may reenlist for a period equivalent to the number of years for which he has agreed to extend his enlistment.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *O'Bannon* (DD 450). Address: Commander San Diego Group, Pacific Reserve Fleet, U. S. Naval Station, San Diego 36, Calif. A few copies available free.

• USS *Blue* (DD 744). Address: Sterling Engraving Co., 1417 4th Ave. Bldg., Seattle, Washington. Price $5.

• USS *Henry A. Wiley* (DM 29). Address: The Benton Review Publishing Co., Inc., Fowler, Ind.

• USS *Randolph* (CV 15). Address: Campus Publishing Co., Inc., 1420 Walnut Street, Philadelphia, Pa. Price, $4.00.



USS LEARY—A Gearing class destroyer, built May 1945, named for Navy hero.

Word on the Leary

SIR: I served on board USS *Leary* (DD 879) for a short time and I have a few questions about her. (1) Who was she named for? (2) What is her standard displacement? (3) Where is she now?—G. D., Y2, USN.

• (1) USS Leary (*DD* 879) *is the second ship to be so named, the first being DD* 158. *They are both named for Lieutenant Florance F. Leary,* USNRF, *who died in a heroic effort to save crew members during a fire on his ship in World War I.* (2) *The* Leary *displaces 2,425 tons.* (3) *She is presently on duty with the active Atlantic Fleet.*—ED.

No NUC for Gleaves

SIR: I understand that USS *Gleaves* (DD 423) received the Navy Unit Citation. Is this correct?—J. H. E., CMM, USN.

• *No.* USS Gleaves *was never awarded the NUC.*—ED.

Transfer to Fleet Reserve

SIR: I am ending up nearly 20 years' continuous service and would like to have a few questions cleared up before I put in my papers for transfer to the Fleet Reserve. (1) Under option 1, a man in F-5 with 20 years' service would receive $82.50. What would he receive after 10 years in the Fleet Reserve if he was temporary chief warrant with satisfactory service. (2) Under option 2, a man in F-5 with 20 years' service would receive $107.50. What would he receive after 10 years in the Fleet Reserve if he was temporary chief warrant with satisfactory service?—S. C. H., CPhM., USN.

• (1) *Your approximate pay would be* $168 *per month provided you were advanced on the retired list to the highest rank satisfactorily held on or before* 30 *June* 1946 *as determined by the Secretary of the Navy.* (2) *Your approximate pay would be* $136.50 *per month provided you were advanced on the retired list to the highest rank satisfactorily held on or before* 30 *June* 1946 *as determined by the Secretary of the Navy. See Circ. Ltr.* 130-47 (*NDB*, 31 *July*)—ED.

Service and Retirement

SIR: My enlistment expires 28 Apr 1948 and on that date I will have completed a total of 19 years, 5 months and 26 days actual service. Is it possible for me to transfer to the Fleet Reserve in April 1948 under Public Law 720, 79th Congress, and if so, what retainer pay will I receive?—J. H. R., CMM, USN.

• *No. Under Public Law* 720 (*79th Congress*), *20 years active Federal service is required for eligibility for transfer to the Fleet Reserve. Neither a minority enlistment nor a discharge within three months of expiration of enlistment may be counted as four years active service. You will have to wait until you have had 20 years active Federal service before you can transfer to the Fleet Reserve under Public Law* 720.

When your transfer to the Fleet Reserve is effected, you may elect one of two options for receiving retainer pay: (1) *one-half of the base pay you were receiving at time of transfer, which will be increased by permanent additions upon your retirement pay after* 30 *years combined active and inactive service, or* (2) *two-and-one-half per cent of your base and longevity pay multiplied by the number of years active service (Public Law* 720).

Under the first option, if you are a CPO, pay grade 1, *your retainer pay after 20 years service will be* $82.59. *When you transfer to the retired list after* 30 *years combined active and inactive service, your pay will be increased according to your longevity.*

Or, under option two, your retainer pay would be 2½ *per cent of your base and longevity pay multiplied by the number of years of active service, or* $107.25. *This would not be increased upon your transfer to the retired list.*—ED.

Sub School Request

SIR: Last month I put in a request for submarine school. I received a reply to the effect that I met all the requirements except being stationed on this station for a total of six months. My present rate is S1Y, and on the first of February 1948 I expect to make Y3. My six months will be up on this base in December. (1) Do you suggest making a rate and then resubmitting my request, or resubmit my request in December and then make the rate aboard a submarine? (2) As a Y3 would I have a good chance of getting submarine school? (3) Is the submarine fleet short of yeomen?—H. R. B., S1Y, USN.

• (1) *It is suggested that you make the rate as there is no difference in disposition between S1Y and Y3.* (2) *Your chances would be about the same as S1Y.* (3) *Only one yeoman is sent to submarine school each month.*—ED.





SNAPPY manual of arms is executed by Navy's Fita Fita Guard (above, left). Barefooted seaman stands watch (right).

OUR BAREFOOTED NAVY

A MEMORANDUM on the bulletin board describes the uniform for inspection: "White skirts and undershirts, red skullcaps and red sashes"—and no socks and shoes!

What the . . . ? What's this? Is this the U.S. Navy?

Don't be alarmed—just hang on to your skullcap . . . er . . . ah . . . your white hat.

Yes, this is the Navy—the Fita Fita Guard and Band located at Tutuila, American Samoa.

This outfit—131 men strong—has been in existence since 6 July 1900, when the Commandant of Naval Station, Tutuila, requested the Chief of the Bureau of Navigation to permit him to enlist 50 Samoan natives as landsmen in the Navy. In addition to the educational benefits their enlistment gives the natives, it assures Navy control if trouble should arise in the interior of the islands.

The Guard was named Fita Fita after the Samoan word for brave, perhaps the most suitable name for the organization.

Today the barefooted Polynesian sailors form a useful police body, capable of preserving order and also of moving quickly to any part of the island to suppress any disturbance.

In charge of the Fita Fita Guard is a U.S. Marine Corps staff sergeant, the unit's commanding officer. His assistant is a Samoan chief boatswain's mate. A regular Navy chief bandmaster is instructor and leader of the band composed of 11 musicians. All other members of the Fita Fita Guard are boatswain's mates, coxswains, seamen, gunner's mates, carpenter's mates, machinist's mates, yeomen, radiomen, ship's cooks, pharmacist's mates, cooks and stewards.

In addition to performing duties of their ratings, the natives act as guards, prison keepers, interpreters, orderlies and messengers.

Because only a limited number of natives may enlist in the Fita Fita Guard and Band, their advancement in rating is accomplished largely through attrition. The waiting list of applications is always long because of the prestige that goes with being a Fita Fita Guard.

The Fita Fita Guard and Band should not be confused with the Insular Forces, such as those located in Guam and the Philippines. The Samoans are a part of the regular Navy, and receive regular pay and allowances, while members of the Insular Forces receive only half-pay.

Ever since the Fita Fita Guard and Band was first formed, the Navy Department has gone along with native Samoan customs. For instance, the Samoans have little or no use for the white man's bothersome trousers. Even in this atomic-minded age they prefer to wear their sarong-type skirt known as the "lava lava." On these skirts appear approximate service stripes and rating badges.

Shoes are another thing taboo with Samoans. Most natives consequently have flat feet, which the Navy overlooks when enlisting the young islanders.

These members of Uncle Sam's barefoot Navy enlist to serve only in the territory of American Samoa. At one time a group of the Fita Fita Guards saw service aboard the station ship USS *Ontario*, but this proved an unsatisfactory venture.

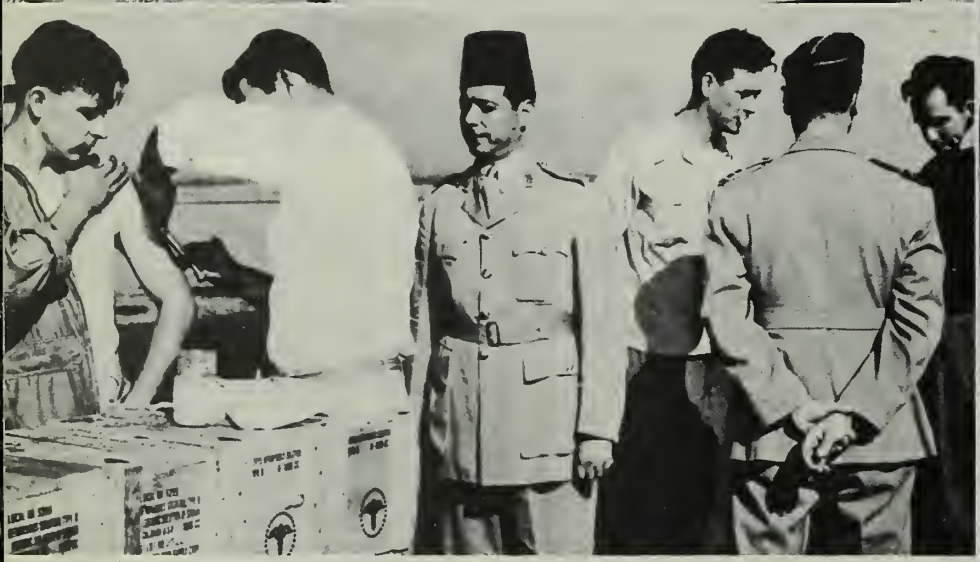
The closest the Fita Fita Guards came to contact with actual warfare was in 1942 when a Japanese submarine shelled the harbor of Pago Pago. During the war, the U.S. Marine Corps had a temporary battalion of Fita Fita Guards, which performed duties similar to those of regular Navy guards.

The Fita Fita Guard and Band is composed of the very best Samoans. A number of them are hereditary native chiefs. As the main police force in the islands, the Fita Fita Guards exercise strong influence upon their fellow natives. In recent years they have become more or less a preferred body, a sort of native aristocracy.

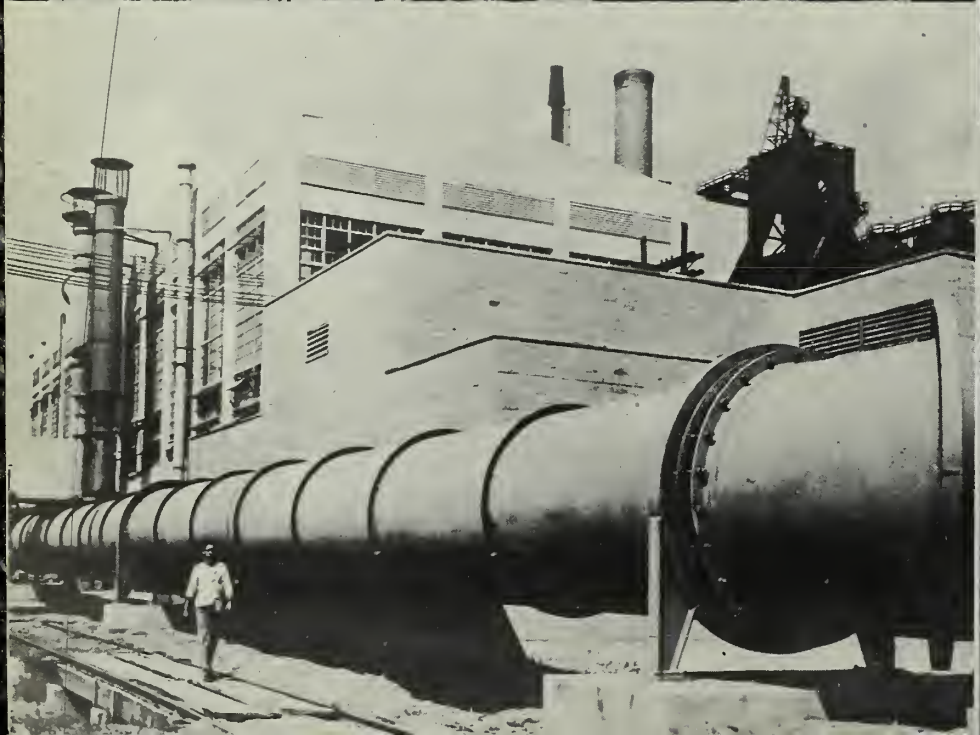
Native Samoan Sailors Attired in Skirts Comprise Guard, Band







NEW NAVY amphibian, XJR2F-1 bui
New land-water craft has crew of thre
USN, CincPac and CincPacFlt (in sun
of his staff after swim at Pearl Harbo
shots after flying medical supplies to
left: New BuOrd wind tunnel and burn
in Texas. Below: Enlarger inspected as





TODAY'S NAVY



y Gruman, in first test flight (above). Upper left: Admiral Louis E. Denfeld, asses) swaps stories with enlisted men Left center: NATS crew members get curb Cairo cholera outbreak. Lower ab for flight testing now in operation vy observes 85 years of photography.



ADMIRAL DENFELD IS APPOINTED TO SUCCEED TO POST OF CNO

Succeeds FADM Nimitz

Admiral Louis E. Denfeld, USN, has been named by the President to succeed Fleet Admiral Chester W. Nimitz, USN, as Chief of Naval Operations.

With the appointment will go a reversion of rank in the office back to four-star rank, since five-star rank as CNO during peace time was abolished by Congress. Fleet Admiral Nimitz received his appointment to that rank as CincPac and retained it through his reign as CNO after the war ended.

In Washington heading a selection board to pick captains for promotion to rear admiral at the time the President announced his appointment, Admiral Denfeld commented: "It's a great honor to relieve a man like Admiral Nimitz. He's one of the greatest men the Navy ever produced."

A native of Westboro, Mass., and a graduate of the Naval Academy in 1912, Admiral Denfeld was assigned to destroyer service during World War I and was qualified in submarines three years after the war ended.

He was aide from 1937 to 1939 to Fleet Admiral William D. Leahy, USN, CNO at that time and now Chief of Staff to the President.

When World War II broke out, Admiral Denfeld was named Chief of Staff and aide to the Commander, Support Force, Atlantic Fleet and early in 1942 he became Assistant Chief of the Bureau of Navigation.

He was assigned to the command of BatDiv 9 in the early spring of 1945 and later became Chief of Naval Personnel.

Admiral Denfeld took over as CincPac and CincPacFleet in February of this year.

Sailors Fight Fire

Navy personnel who assisted in battling recent forest fires in Maine were commended in a statement from SecDefense James Forrestal to SecNav John L. Sullivan.

The statement read: "The effort made by personnel of the three armed services in meeting and conquering the disastrous fire situation in New England reflects great credit on all who were involved. The cooperation, discipline and effectiveness of these groups throughout the fire area is a matter of pride to the country and to the services concerned."

More Power to Navy Planes

In a move to put more power into its first line planes, the Navy has installed new 3,500 horsepower Pratt and Whitney Wasp Major engines in the 92-ton Constitution, which is capable of carrying 168 passengers, maximum.

The new engines, which deliver an additional 2,000 horsepower, reduce the size of the takeoff run by about 12 per cent.

LAST JANUARY



Navy perfects pilot ejection seat to permit flier to bail at 250 mph. Navy Blimps with discharge insigne become commercial sign boards. Rear Admiral Byrd sails from Norfolk on the Philippine Sea to join the 1947 Antarctic expedition

JANUARY 1948

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

Nimitz, Vandegrift Plan to Retire

The two top-ranking active duty officers in the Navy and Marine Corps have announced their intention to retire.

They are Fleet Admiral Chester W. Nimitz, USN, Chief of Naval Operations, and General Alexander A. Vandegrift, USMC, Commandant of the MarCorps.

The service careers of these two officers in many ways paralleled each other. Each reached a pinnacle of fame in the offensive against the Japanese and was rewarded for outstanding achievements by appointment to the most important post in his service.

Fleet Admiral Nimitz, born in Fredericksburg, Tex., on 24 Feb 1885, graduated seventh in the 1901 Naval Academy class. His first command was USS *Panay* in 1907, namesake of a later vessel which was shelled and sunk by the Japanese 30 years later in the first strirrings of anti-Americanism.

While on submarine duty as skipper of USS *Skipjack* in 1912, Fleet Admiral Nimitz, then a lieutenant, dived into a strong tidal current to rescue a fireman second class who could not swim.

During World War I, Fleet Admiral Nimitz served for a time as aide to Rear Admiral Samuel S. Robison, USN, Commander Submarine Force, Atlantic Fleet, who later recalled the young naval officer for a second tour of duty on his staff after Rear Admiral Robison became Commander in Chief, U.S. Fleet.

At the University of California in 1926, Fleet Admiral Nimitz taught in one of the nation's first NROTC units established in a university.

After commanding USS *Augusta,* then flagship of the Asiatic Fleet, and serving as Assistant Chief of the Bureau of Navigation, Fleet Admiral Nimitz became ComCruDiv Two and succeeded to ComBatDiv 1.

On duty as Chief of the Bureau of Navigation when the Japanese struck Pearl Harbor, Fleet Admiral Nimitz was appointed CincPac 10 days later.

In the years that followed, the Navy halted the Japanese in the Pacific and began the long drive back to Nipponese waters. On 2 Sept 1945, Fleet Admiral Nimitz signed the surrender terms for the United States on board USS *Missouri* in Tokyo Bay.

On 15 Dec 1945, he relieved Fleet Admiral Ernest J. King, USN, as Chief of Naval Operations.

General Vandegrift was born in 1887 in Charlottesville, Va., and attended the University of Virginia from 1906 to 1908. The following year he was appointed second lieutenant in the MarCorps.

On foreign shore duty in the Caribbean area, General Vandegrift took part in the engagement and occupation of Coyotepe, Nicaragua, and Vera Cruz, Mexico. Later, he sailed for Haiti and engaged hostile Cacos bandits at Le Trou and Fort Capois.

General Vandegrift served in Haiti in the constabulary during World War I and after shore duty in the United States was assigned to the Third Marine Brigade in Tientsin, China.

He returned to China duty in the critical period from August 1935 to April 1937 as executive officer and later commanding officer of the Marine detachment at the American Embassy in Peiping.

General Vandegrift joined the First Division in November 1941 and became commanding general of that unit the following year. The invasion of Guadalcanal was the first large scale offensive action against the Japanese with the First Marine Division under the command of General Vandegrift, hanging on for four months through bombardment by land, sea and air, finally gaining control of the vital island and airstrip. For his services during the Battle of Guadalcanal, General Vandegrift was awarded the Congressional Medal of Honor and the Navy Cross, in addition to the ribbon for the Presidential Unit Citation which the division received.

In 1943 he was promoted to lieutenant general and became commanding general of the First Amphibious Corps, which he commanded during the landing at Bougainville.

He became Commandant of the MarCorps on 1 Jan 1944 and was appointed to the rank of general on 4 April of that year, making him the first Marine in the history of the Corps to attain the rank of general while on active duty.



LEADERS of Navy and Marine Corps, FADM C. W. Nimitz, USN, (left) and Gen. A. A. Vandegrift, USMC, plan retirement, ending distinguished careers.

Powerful Patrol Plane

A new and more powerful patrol plane being built for the Navy and known as the P4M-1 has been named the "Mercator."

Powered by a combination of two jet and two reciprocating engines, the experimental model has been undergoing extensive tests for the past year. Each reciprocating engine generates 3,000 horsepower, and each jet engine develops 4,000 pounds of thrust.

The normal cruising speed is well over 200 miles per hour, with top speed in excess of 350 miles per hour. The plane has a maximum range of 3,000 miles.

Equipped with the latest radar and radio equipment, the plane is designed for long-range search and reconnaissance missions.



SHIPPING OVER while their ship is at anchor off Tsingtao, China, eleven crew members of USS *Saint Paul* take oath of allegiance from executive officer.

First Baby on Island

Among the armed forces stationed on lonely Johnston Island, the so-called "Postage Stamp of the Pacific," is one natural born citizen.

He is Terry Edward Tinley, the 7¾ pound baby born to Chief and Mrs. O. E. Tinley.

Being the first baby of service parents to come into the world on Johnston Island, young Tinley was wealthy to the tune of $100 when he first opened his eyes, having won that award from the station's commanding officer.

The CO first put the offer to the men about a year ago when the first dependents were slated to arrive.

Chief Tinley reported for duty on Johnston Island in November of last year and his wife arrived from the States the following month.

Several other service families had beaten the Tinleys to Johnston, however, the first having arrived in October 1946. Nor is young Tinley the only child there. Among the 42 families, there are 36 children of all ages.

Most of the expected families have now arrived and are settled down to island life.

The housing program on Johnston started from scratch. It became the responsibility of every serviceman who wanted to establish his family there to convert his dwelling from a quonset hut which the base furnished.

Several dozen really attractive homes now adorn the sandy island and the dependents are all in favor of the climate.

Despite its limited facilities, Johnston Island offers good living. With working hours on "tropical routine" from 0700 to 1300, the men have the afternoon off for recreation.

In front of the naval barracks is a swimming pool with diving boards of different heights. Courts have been laid off for tennis, handball, volley ball and basketball.

Other facilities are offered for ping-pong, pool and boxing. Fishing is excellent and several large sharks have been caught as well as smaller fish.

The theater is open every night and two movies are shown to enable men on watch to attend. At the hobby shop all kinds of creations are turned out.

A leave program inaugurated by the CO, Captain A. S. Hill, USN, allows each man a week's leave in nearby Hawaii for four months' service on Johnston. Since the island is one of the important air links in the Pacific, most of the personnel are able to fly to and from Hawaii for leave.

An enlisted men's club was designed and built by the men.

Principal function of Johnston, called the smallest Navy base in the world, is to render support and service to NATS, Army transport service and commercial air lines.

During the war more than 100 planes a day were stopping for fuel and supplies. Now the figure is around 18 or 20 each day.

Ship Over on Ship

Eleven crew members reenlisted in the Navy on board their ship, USS *Saint Paul* (CA 73), while at anchor in Tsingtao, China.

The brief ceremony in which these men continued their naval careers consisted of a short talk and administration of the oath of allegiance by the executive officer, followed by congratulations by the commanding officer of the heavy cruiser.

After the men were sworn in, they departed for the U. S. on reenlistment leave.

Navy Band Aired

Civilians all over the U. S. may hear the U. S. Navy band in a new series of weekly coast-to-coast broadcasts featuring the nationally-famous Navy band under the direction of Lieutenant Commander Charles Brendler, USN.

The programs, broadcast in the interest of Navy recruiting can be heard Saturdays from 1000 through 1030 (E.S.T.)

Non-Clogging Pump

A pump capable of passing such articles as dungarees, rags and paper without clogging has been developed under sponsorship of BuShips.

The peripheral jet-type eductor is used to pump water from bilges and flooded compartments of damaged ships where such debris previously was a major obstacle.



BEAUTIFUL is the word for a Navy chapel in Washington, D.C., opened recently to naval personnel in vicinity.



PIECE of America afloat, was the way SecNav John L. Sullivan described USS *Coral Sea* in commissioning ceremonies. Carrier is last of the *Midway* class.

She Shall Have Music

For the price of a postal card, disc-jockeys will spin your favorite platter and dedicate it to your favorite gal.

This is made possible through efforts of the U. S. Navy Recruiting Station, Seattle, Wash.

Sailors whose home towns are in Washington or Northwestern Idaho can dedicate songs to their sweethearts, wives, family or friends by mailing a postal card to Navy, 1017 Second Avenue, Seattle 4, Wash. Included on the card should be the sailor's name, ship, song, and name of person to whom dedicated.

More Mariners on Order

The Navy has ordered 12 additional Mariners (PBM-5As), largest amphibian-type airplane developed in the U. S., bringing the total of that type on order to 36.

The PBM-5A will fill a "jack-of-all-trades" role in naval aviation, as it will be used in patrol-reconnaissance, cargo carrying and search and rescue missions.

As a patrol plane, the PBM-5A may be operated from bases to take advantage of the greater ease of loading and servicing land-based planes. When bases are not available—as in early days of landing operations or in locations where physical limitations make it impracticable to build airstrips—it can be effectively water-based.

In the role of cargo carrier, the PBM-5A is capable of delivering supplies and material to isolated bases along rivers, lakes or seacoasts that are too small to support fixed landing fields. In search and rescue work, the amphibious Mariner can rescue personnel from the water or carry them from advanced base strips to fields adjacent to hospitals.

Resembling in many respects the combatant PBM, the amphibian will include armament, radar and other communications equipment, with retractable landing gear added.

Mobile Crash Crane

Speedier rescues of pilots and salvage of larger planes may be possible with a new mobile crash crane being tested on board USS *Franklin D. Roosevelt* (CVB-42).

With a lifting power of nearly 24,000 pounds, the mobile apparatus can move at a rate of 10 miles an hour. Compared to older models, the new crane can lift 10,000 pounds more.



LANDING No. 15,000 is made on USS *Boxer* (CV 21) by LTJG E. D. Jones, flying an F8F, CarAirGrp 19.

Newest Largest Carrier

Last in a class of the Navy's three largest ships in point of sheer bulk, USS *Coral Sea* has joined American sea forces five and a half years after the battle for which she was named.

The new CVB, along with sister ships *Midway* and *Franklin D. Roosevelt,* is too large to pass through the Panama Canal. She was launched in October and will be completely outfitted by January 1948.

Two other carriers, CVE 57 and CVB 42, were first assigned the name *Coral Sea.* CVE 57 became USS *Anzio* and CVB 42 became *Franklin D. Roosevelt.*

Braced against chilly winds whipping across the massive flight deck, the 3,500 crew members were told by SecNav Sullivan in the commissioning address that "the strength and the determination of the United States will be judged not only by this fine ship with its remarkable equipment, but even more by the way you handle it, and by you yourselves."

It is entirely fitting that the name of the famous battle be assigned to a carrier, since the Battle of the Coral Sea was the first major naval engagement in history in which surface vessels did not exchange gunfire. Losses on both sides resulted from aircraft attacks.

Coral Sea is 968 feet long, with a beam of 113 feet at the waterline. She is rated at more than 33 knots and has an armament of 18 5-inch 54s, 84 40-mm. and 28 20-mm.

Woman's Best Friend

A Navy man's blind wife doesn't have to worry about lack of faithful companionship while she is under treatment for pneumonia at the National Naval Medical Center, Bethesda, Md.

Mrs. Peggy Briggs, wife of Ralph T. Briggs, RELE, USN, has at her bedside her four-year-old German Shepherd dog, Cindy, who refuses to leave her mistress' bedside unless ordered to do so.

Hospital corpsmen at the hospital take the dog out for daily strolls, but she refuses to leave without specific orders from Mrs. Briggs.

Such obedience has prevailed since the two met at the Guide Dogs for the Blind, Inc., school in San Francisco in November 1944.

"She (Cindy) takes me everywhere," Mrs. Briggs states, "and has traveled with me by commercial plane, steamship and train. She has even taken me to radio programs and sat under the mike while I took part in the programs."

Rugged Flight Tests

Six weeks of rugged flight tests of the Navy's search-patrol plane, P2V Neptune, have been completed at the Naval Air Test Center, Patuxent River, Md.

The tests consisted of dives, speed runs, stalls, take-offs and landings—the most stringent flight tests ever given this type of aircraft.

Exceeding the standard Navy requirement for this type plane, the Neptune dived at an indicated air speed of more than 385 miles per hour. When the plane came out of its dive, the pull was almost three times the force of gravity. The plane was also put into a series of dives loaded to its designed operating weight of 45,000 pounds, and at its top operating weight of 58,000 pounds. Motion picture cameras photographed the plane while diving to record deflections in the Neptune's air surfaces while under stress.

The search-patrol plane can be kept at very low speeds, as was shown in tests when the pilot held the P2V to 65 miles per hour. This was so slow that Navy observers had to fly in a small training plane to stay alongside. Extreme stalls, violent yaw maneuvers, and landings at 50,000 pounds gross weight with both engines dead, were also made successfully.

The P2V is the first Navy land-based search-patrol plane to be designed for long-range land-based patrol missions. Prior to this, Navy search-patrol planes of this class were converted bomber types. The plane has a wing span of 100 feet, is 78 feet long and 28 feet high. It has a non-stop cruising range of over 5,000 miles and can stay in the air a minimum of 36 hours without refueling. Power is furnished by two 2,500 Wright Duplex Cyclone engines.

A production version of the famous "Truculent Turtle," the P2V is expected to be a "work-horse" for the Navy.

Bikini Guns Tested

Tests conducted on naval guns subjected to the atom bomb test at Bikini may lead to many changes in construction of future naval ordnance equipment.

Ordnance officers and engineers of BuOrd have conducted an extensive inspection and evaluation of such guns at the Naval Gun Factory, Washington, D.C. The study was made to determine the extent to which the guns were damaged. Redesigning of naval weapons and radical improvements of material and present techniques may result.



100th Birthday of Marine Hymn

The name of the anonymous marine is lost forever, but the words he wrote 100 years ago have become the lyrics for a fine American classic.

One of the most popular songs of the services, the Marine Hymn celebrates its 100th anniversary as the marching song of the leathernecks during Centennial Week, 7 to 13 December.

History of the song's lyrics dates back to 1805 during the war with the Barbary powers when a small force of marines participated in the capture of Derne and hoisted the American flag for the first time over a fortress of the Old World. The colors of the Marine Corps, which were hoisted with the Stars and Stripes, were inscribed with the words, "To the Shores of Tripoli."

A short time later, marines participated in the capture and occupation of Mexico City and the Castle of Chapultepec, otherwise known as the halls of the Montezumas. The words on the colors were then changed to read, "From the Shores of Tripoli to the Halls of the Montezumas."

After the Mexican War ended, an unknown marine on duty in Mexico transposed the phrases in the motto on the colors and wrote the first verse of the march.

Although the words were already written, the tune to which the Marine Hymn is sung was not selected until 1859. It is believed to have been taken from the opera, "Genevieve de Brabant," a musical comedy composed by Jacques Offenbach, which made its first appearance that year.

Consistently during the song's history, lyricists throughout the U.S. have sent in their contributions and suggested changes to the words. It seems that each of the MarCorps' landings have been more or less of an inspiration to heroically-minded poets.

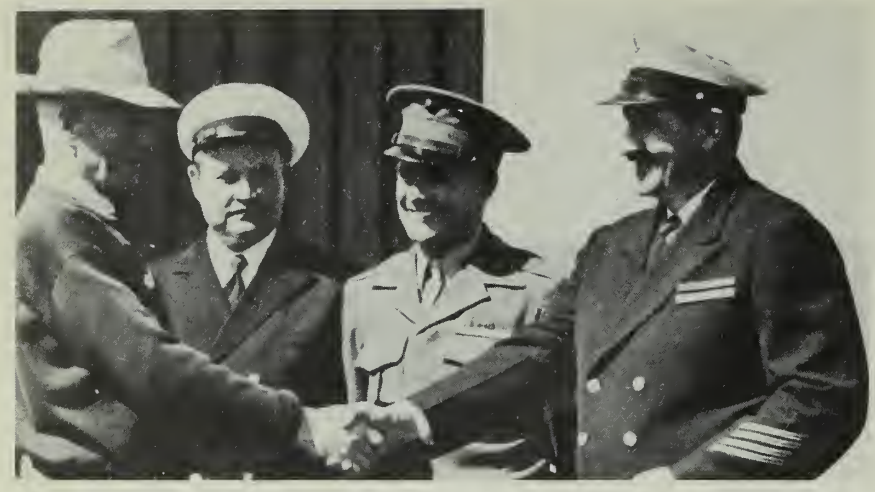
Not all contributions, however, deal with the fighting prowess of the Corps, as can be seen by this parody written during the last war by a marine on a desolate South Pacific island:

From the streets of San Diego,
To the shores of the Salten Sea.
Where the desert winds are blowing,
And the women all love me.
Where we spend our time on liberty,
Pitching woo with sweet sixteens.
We're the wolf pack of the service,
We're United States Marines.

The hymn was copyrighted in its present three-verse form in 1919, but in 1942 the only change to the words was made. The change, suggested by a marine aviation man, was made to include the words "...we fight our country's battles in the air, on land and sea." The unknown marine, writing in 1847, could not have foreseen the mighty marine aviation branch.

And then there's the story of the French officer who was wounded during a battle of World War I. Carried to an American field hospital for a dressing change, he was full of compliments and curiosity.

"A lot of them are mounted troops by this time," he explained, "for when our men would be shot from their horses, these youngsters would give one running jump and gallop ahead as cavalry. I believe they are soldiers from Montezuma. At least, when they advanced this morning, they were all singing, 'From the Halls of Mor ezuma, to the Shores of Tripoli.' C'est 'epatant, ca!"



EAGLE-EYED J. A. Young, CTC, USN (right), is awarded the gold medal for highest individual aggregate .45-caliber pistol score in San Francisco match.

Eagle Eye Wins Again

J. A. Young, CTC, USN, the lad with the eagle eye who won the national pistol championship at Camp Perry, Ohio, last summer, has added another honor to his string. With a score of 383 of a possible 400, he walked off with the special gold medal award for high individual aggregate score at the San Francisco Olympic Club Service Pistol Team matches.

The rest of the Navy's entries did not fare so well, however, as the BatCruPac quartet finished third in the four-team match with a team total of 1371 out of a 1600 possible, while the SubUpk&TraGrp of San Diego scored a 1344 total for last place.

The number one team of the tourney was the Olympic Club Team No. 1, which recorded 1508. The No. 2 club from the Bay City ended second with a 1371 count, but a higher 25-yard rapid fire aggregate than the BatCruPac squad.

The tournament, begun in 1933, was an annual affair until the national emergency was declared in 1939. Now, after eight years of inactivity, Navy and Olympic Club sharpshooters are competing once more for the Olympic Club Service Pistol Team trophy.

Shooting Matches Slated

Navy rifle and pistol experts of the West Coast and Pacific Fleet will fire championship matches in 1948 before a visit of the Fleet to San Francisco.

Each type commander will be allowed one team entry for the tourney, First Task Fleet authorities announced.

Qualifying marks have been raised for the team to represent the Navy in the annual San Francisco Olympic Club rifle and pistol matches next year. An average of 375-380 will be needed on Navy Course E for pistol experts, and riflemen must average 325-330 to represent the Navy in the match.

Any combination of officers and enlisted personnel will be eligible to compete on the type commander's team.

Jack Tars Win Tug-of-War

It was Jack Tar versus Yank at the U.S. Naval Academy when the British cruiser HMS *Sheffield* anchored in Annapolis Roads for a visit.

Enlisted men from the naval station, Annapolis, issued challenges to the crew of *Sheffield* for whaleboat racing and tug-of-war contests, and they were quickly accepted.

The first of two pulling matches was held over a one-mile course using the British type whale boat with five men and a coxswain. The U.S. Navy crew stroked to a three-length win, after getting off to a bad start.

The second contest was held in 12-man American-style boats over the same course. The British frigate HMS *Snipe*, anchored in the Potomac River in Washington, D.C., also was entered in this race. For the second straight time, the naval station crew copped the victory, churning across the finish line a good ten lengths in front of the boat representing *Snipe*.

The Britishers fared much better in the tug-of-war battle, as Royal Marines from *Sheffield* out-grunted and out-tugged the American team in a hotly contested battle.

All-Navy Rules Changed

Changes in the eligibility rules for the All-Navy football semi-finalists and finalists will allow the augmentation of teams from within naval districts or other groupings.

Personnel playing for an activity team, although they are from another activity, will not be required to be dropped from the team on which they now play. However, after playing for one activity ball team for the duration of the regular season, players cannot revert to their original command or type units for competition in the All-Navy eliminations.



STRAINING at their oars, U.S. and British crews compete in pulling whale boat race at Annapolis, won by Americans.

Night for Slugging

It was a night for fighting and slugging aboard USS *Dayton* (CL 105) when the crew turned out in full force for a slam-bang Navy smoker.

In the feature bout of the night, "Mop-'em-Up" McKissick, a 142-pounder from Ville, Ark., displayed a great amount of that stuff called intestinal fortitude when he battled toe-to-toe with Nute Nelson, 145 pounds, after his right shoulder had been dislocated in a bout that ended in a no contest ruling.

Jackson McCann, tipping the scales at an even 200 pounds, scored the lone knockout of the evening by sending Abe Goldsby of the cruiser's MarCorps detachment down the sleepytime trail in 1 minute, 15 seconds, of the first round.

On hand to cheer their favorites were several Navy ring luminaries, including the former light-heavyweight champion of the Atlantic Fleet, CPHM Rollo; former lightweight champion of the Asiatic Fleet, CBM Edwards; and former light-heavyweight Golden Gloves champion, Lieutenant Commander A. D. Cox, Jr., SC, USN, who acted as one of the smoker officials. Another former Gloves light-heavyweight titleholder was the man who organized and planned the smoker, Lieutenant J. B. McCormick, USN, boxing coach of the *Dayton*.

Other results are as follows:

Greer, 173, defeated Lowe, 170, by decision; Dixon, 161, and Savell, 168, declared no contest due to injury to Savell; Burkley, 160, defeated Ellis, 163, by decision; McKasson, 158, and Stevens, 157, draw; Lopez, 146, and Bundick, 145, draw; Finch, 130, defeated Ledoux, 130, by decision; Norris, 128, defeated Caposell, 129, by decision.

Anacostia Loses, 19—0

Scoring a touchdown in each of the first three quarters, the Philadelphia Navy Yard football team defeated Anacosta Receiving Station, 19—0, in a game played at Washington, D.C.

The superiority of the Philadelphia service team was clearly demonstrated by the statistics of the game. Philadelphia made a total of 14 first downs to the Receiving Station's 3 and gained 215 yards in rushing to their opponents 24. Only in yards gained passing did the Anacostia team have the upper hand. A total of 90 yards were gained via the aerial route by the home team as against 33 for the visitors.

WHO'S WHO IN TODAY'S NAVY

Secretary of the Navy	John L. Sullivan
Under Secretary of the Navy	W. John Kenney
Assistant Secretary of the Navy	
Assistant Secretary of the Navy (Air)	John N. Brown
Chief of Naval Operations	Fleet Admiral Chester W. Nimitz
Vice Chief of Naval Operations	Admiral DeWitt C. Ramsey
Deputy CNO (Administration)	Vice Admiral John L. McCrea
Deputy CNO (Air)	Vice Admiral Donald B. Duncan
Deputy CNO (Logistics)	Vice Admiral Robert B. Carney
Deputy CNO (Operations)	Vice Admiral Forrest P. Sherman
Deputy CNO (Personnel)	Vice Admiral William M. Fechteler
Chief of General Planning Group	Rear Admiral Maurice E. Curts
Inspector General	Rear Admiral Leo H. Thebaud
Chief of Naval Communications	Rear Admiral Earl E. Stone
Chief of Naval Intelligence	Rear Admiral Thomas B. Inglis
Chief of Naval Air Transport Service	Rear Admiral John W. Reeves, Jr.
Chairman of the General Board	Admiral John H. Towers
Chief of Naval Research	Rear Admiral Paul F. Lee
Chief of Industrial Relations	Rear Admiral Paul B. Nibecker
Judge Advocate General	Rear Admiral Oswald S. Colclough
Pres., Board of Inspection & Survey	Rear Admiral Frank A. Braisted
Director of Budgets and Reports	Rear Admiral Herbert G. Hopwood

BUREAU CHIEFS

Personnel	Rear Admiral Thomas L. Sprague
Ships	Vice Admiral Earle W. Mills
Ordnance	Rear Admiral Albert G. Noble
Aeronautics	Rear Admiral Alfred M. Pride
Supplies and Accounts	Rear Admiral Walter A. Buck (SC) (The Paymaster General)
Yards and Docks	Rear Admiral John J. Manning (CEC)
Medicine & Surgery	Rear Admiral Clifford A. Swanson (MC) (The Surgeon General)
Chief of Dental Division	Rear Admiral Alfred W. Chandler (DC)
Director of Navy Nurse Corps	Captain Nellie Jane DeWitt (NC)

FLEET, FORCE AND TYPE COMMANDERS

Pacific	Admiral Louis E. Denfeld
Service Forces—Pacific	Vice Admiral Francis S. Low
Air Forces—Pacific	Vice Admiral John D. Price
Battleship—Cruisers—Pacific	Vice Admiral Walter S. Delaney
Destroyers—Pacific	Rear Admiral Frank G. Fahrion
Submarines—Pacific	Rear Admiral Allan R. McCann
Amphibious Forces—Pacific	Rear Admiral Arthur D. Struble
Naval Forces Western Pacific	Admiral Charles M. Cooke, Jr.
Naval Forces Far East	Vice Admiral Robert M. Griffin
Naval Forces Philippines	Rear Admiral Howard H. Good
First Task Fleet	Vice Admiral George D. Murray
Atlantic	Admiral W. H. P. Blandy
Service Forces—Atlantic	Rear Admiral Wilder D. Baker
Air Forces—Atlantic	Vice Admiral Gerald F. Bogan
Battleship—Cruisers—Atlantic	Vice Admiral Lynde D. McCormick
Destroyers—Atlantic	Rear Admiral William K. Phillips
Submarines—Atlantic	Rear Admiral James Fife, Jr.
Amphibious Forces—Atlantic	Rear Admiral Ralph O. Davis
Mine Forces—Atlantic	Rear Admiral Francis P. Old
Naval Forces, Eastern Atlantic & Mediterranean	Admiral Richard L. Conolly
Naval Forces, Mediterranean	Vice Admiral Bernhard H. Bieri
Naval Forces—Germany	Rear Admiral Roscoe E. Schuirmann
Second Task Fleet	Vice Admiral Arthur W. Radford

SEA FRONTIER COMMANDERS

Eastern	Admiral Thomas C. Kinkaid
Western	Vice Admiral Jesse B. Oldendorf
Caribbean	Vice Admiral Daniel E. Barbey
Gulf	Rear Admiral Lawrence F. Reifsnider
Hawaiian	Vice Admiral John L. Hall, Jr.
Alaskan	Rear Admiral Alfred E. Montgomery
Panama	Rear Admiral John F. Shafroth, Jr.

NAVAL DISTRICT COMMANDANTS

First	Rear Admiral Morton L. Deyo
Third	Rear Admiral Monroe Kelly
Fourth	Vice Admiral James L. Kauffman
Fifth	Rear Admiral Walden L. Ainsworth
Sixth	Rear Admiral Laurance T. DuBose
Seventh	Rear Admiral Ralph F. Davison
Eighth	Rear Admiral Lawrence F. Reifsnider
Ninth	Rear Admiral J. Cary Jones
Tenth	Vice Admiral Daniel E. Barbey
Eleventh	Rear Admiral Oscar C. Badger
Twelfth	Rear Admiral Donald B. Beary
Thirteenth	Rear Admiral George H. Fort
Fourteenth	Vice Admiral John L. Hall, Jr.
Fifteenth	Rear Admiral John F. Shafroth, Jr.
Seventeenth	Rear Admiral Alfred E. Montgomery
Potomac River Naval Command	Rear Admiral Glenn B. Davis
Severn River Naval Command	Rear Admiral James L. Holloway, Jr. (Supt. U. S. Naval Academy)

Flag Rank Orders

Flag rank orders last month were as follows:

Rear Admiral Freeland A. Daubin, USN, reported for duty with ComWesSeaFron.

Rear Admiral Mahlon S. Tisdale, USN, was detached as Commander Mare Island-Vallejo Area, U.S. Naval Base, San Francisco, Calif., and retired on 1 Nov 1947.

Rear Admiral Roger W. Paine, USN, ordered to duty as Navy member of Executive Committee Munitions Board.

Rear Admiral Frank J. Lowry, USN, reported as Commander Mare Island-Vallejo Area, U.S. Naval Base, San Francisco, Calif.

Rear Admiral Van Hubert Ragsdale, USN, under treatment at Navy National Medical Center, Bethesda, Md.

Rear Admiral Willard A. Kitts, III, USN, reported as Commander Training Command, Pacific Fleet.

Rear Admiral Ralph S. Riggs, USN, reported as Asst. CNO (Reserves) and Director of Reserves.

Rear Admiral Harold M. Martin, USN, reported as ComCarDiv 5.

Rear Admiral Thomas G. W. Settle, USN, ordered to Naval Operations for temporary duty and for further assignment as Chief of Naval Group, American Mission for Aid to Turkey.

Rear Admiral Wendell G. Switzer, USN, reported as ComNavOrd Test Station, Inyokern, Calif.

Rear Admiral Charles R. Brown, USN, reported for duty at Naval War College, Newport, R. I.

Rear Admiral George W. Calver, MC, USN, physician to the legislative bodies of Congress, was retired on 1 November, but was continued on active duty.

Suggestions Beneficial

An estimated $6,095,695 was saved by the Navy during the fiscal year 1947 as a result of its employee beneficial suggestion program.

From simple time-saving proposals to complex mechanical methods, a total of 23,201 suggestions were submitted under the cash award program during the past fiscal year. Of these, 6,072 were adopted and cash awards totalling $218,056 were paid.

An average of 110 naval activities operated the program during the year. These activities employed approximately 75 per cent of the total number of naval employees—more than 278,000 civilians. Of all the suggestions, 26 per cent were found usable and were adopted.

Pinpoint Navigation

Pinpoint navigation throughout most of the world is now possible in even the worst weather conditions.

Long range navigation, or loran as it is familiarly called, transmitting stations cover the approaches to Alaska, the Orient, Hawaii, North America, the North Atlantic and England.

Receivers for the system have been placed aboard approximately 30,000 patrol planes and 3,000 combat ships and large auxiliary vessels. These receivers provide the plane or ship with an accurate navigational fix in any kind of weather by means of electrical impulses sent from shore transmitting stations. Travel of radio waves from the ship or plane to two shore stations is measured for time, and the system converts the time into distances which can be plotted on a chart.

Vice Admiral Taussig Dies

Vice Admiral Joseph K. Taussig, USN, who died 29 Oct 1947, at the age of 70, took an active part in three major wars and many minor campaigns during his naval career.

Before graduating from the Naval Academy, Vice Admiral Taussig served on the flagship USS *New York*, and was under fire in the Battle of Santiago in the Spanish-American War.



VADM Taussig

As commander of DesDiv 8, Vice Admiral Taussig took overseas the first division of destroyers sent abroad during World War I.

The Admiral had retired before the outbreak of World War II, but was recalled to duty and accomplished a major achievement as senior member of the Naval Policy Review Board and the Naval Clemency and Prison Inspection Board. In this post he was cited for "organizing corrective programs for the improvement of the administration of Naval Justice" and bringing about the rehabilitation of over 50,000 men of the naval service.

Vice Admiral Taussig was cited also for his work during the Boxer Rebellion and the second Nicarauguan campaign.

The admiral's son, Lieutenant Commander Joseph K. Taussig, Jr., USN, was graduated from the Naval Academy in 1941.

ROCKETS from SHIPS

HISTORY was written on board USS *Midway* when a captured German V-2 rocket was fired from the flight deck. Conducted far at sea off the east coast of the U.S., the experiment was designed to see if large bombardment rockets could be fired from modern carriers without requiring modifications which would affect their flight operations. The rocket takes to the air (above). Two rockets and a dummy (below) rest in special skids on the flight deck.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORMS** of both officer and enlisted personnel are now under study by the Navy Department General Board.

Most recently studied are officers' dress uniforms, which have not been required since 1940. The majority of officers testifying before the board are of the opinion that a return to the variety of expensive dress uniforms worn before the war is unnecessary. This view was shared by Rear Admiral Ralph S. Riggs, USN, director of the Naval Reserve.

Changes suggested in enlisted men's uniforms have also been taken up by the Board, but cost and procurement problems arising from any major change make adoption of a new uniform unlikely before 1950 or later.

• **SUBMARINE** training applications are desired from officers not over 28 years of age in the grades of lieutenant (junior grade) and ensign with date of rank as ensign prior to 30 June 1946.

The six-month course begins at the submarine school, New London, Conn., on or about 5 July 1948.

The officers will be selected upon the quality of their fitness reports and educational background and will not be ordered to the submarine school unless they will have completed at least two years commissioned service as of 1 July 1948, BuPers Circ. Ltr. 202-47 (NDB, 31 October) states.

Applicants with engineering education or an excellent background in mathematics and physics will receive primary consideration. All applicants should be qualified to stand OOD watches under way.

Bupers should receive the applications not later than 29 Feb 1948 and dispatch may be used if application by letter cannot reach the Bureau in time.

Submarine training applications submitted prior to receipt of BuPers Circ. Ltr. 202-47 will not be considered unless resubmitted in accordance with that directive.

The requests will not be acknowledged and officers not receiving orders prior to the class convening date may consider that a relief could not be effected or that their services were not required.

COs were directed to bring the letter to the attention of all officers eligible for submarine training and to forward applications to the Chief of Naval Personnel (Attn: Pers 3117), including in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches under way.

The applications must be accompanied by a medical certificate establishing physical fitness for submarine duty.

Hobby Craft Manual Reprints May Be Sold

Depending upon demand, pamphlet reprints of the same hobby craft manual material now used in Navy hobby programs may become available for sale to individuals at low prices, BuPers Circ. Ltr. 198-47 (NDB, 31 October) states.

The bureau is considering reproduction of the manuals into pamphlets covering 17 crafts and costing from $.50 to $.90 each, depending upon the number of pages.

Naval activities were asked by the directive to notify BuPers (Pers 514) of the number of pamphlets which might be required. Based upon replies received, negotiations may be made to procure the pamphlets.

• **MUSIC LOVERS** in 13 states will have an opportunity to hear and see the U.S. Navy Band next spring.

A concert tour in states of the East and Middle West has been planned at no expense to the government. Any profits from the tour will be contributed to charity organizations in the local areas where concerts are given.

This will be the second concert tour that the U.S. Navy Band has made since 1941.

The 13 states to be visited by the band are West Virginia, Kentucky, Ohio, Missouri, Nebraska, Iowa, Minnesota, Wisconsin, Illinois, Indiana, Michigan, Pennsylvania and New York.

• **GOVERNMENT** Life Insurance or National Service Life Insurance is not affected by Public Law 239, 80th Congress, which terminated certain emergency and wartime powers and repealed many statutory provisions.

Article IV of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, provides that the government will guarantee payment of premiums and interest on non-government life insurance policies during the term of service and for two years after, but not longer than two years after the date of the termination of the act. Upon termination of that act, the unpaid indebtedness created will be treated as a policy loan by the insurer, BuPers Circ. Ltr. 182-47 (NDB 30 September) points out.

The effect of the public law is to terminate the war as of 25 July 1947 for the purpose of Article IV of the relief act, and to continue that act in force until 25 Jan 1948. Accordingly, persons in the armed forces may apply for the protection afforded under the article at any time prior to midnight of 25 Jan 1948.

Persons who have already been granted the benefits and continue in the active service after the 25th of January will be afforded protection until 25 Jan 1950. Any person discharged prior to 25 Jan 1948 will continue to receive such protection until two years after the date of discharge from active service.

MONOTONOUS duty on board weather station PCE craft will be shortened by a new and comparatively fast rotation of duty for personnel assigned to them.

Officers will be returned to the U. S. for leave and reassignment to other types of vessels upon completion of 10 to 12 months of weather station duty.

The rotation procedure, under BuPers guidance, concerns officer personnel primarily, since changes of duty for enlisted personnel are, in general, under the cognizance of fleet, force, type and area commanders.

Local directives by these commands concerning rotation of duty on outlying islands and vessels in general conform with procedures outlined in BuPers letter FF-12-12 Pers-21McA, dated 16 Oct 1946, and should assure reassignment of enlisted personnel to other duty after 12 months in weather station PCE craft.

To furnish officer reliefs with the most suitable background and indoctrination in naval procedures and customs for the independent operations that PCE weather

station duty entails, junior officers will be selected, if possible, from those who have completed a year's duty in combatant ships.

Replacements for present COs will be of lieutenant rank, selected on a basis of previous performance and fitness reports.

Responsibility carried by all officers assigned duty in weather station PCE craft, BuPers officials feel, is greater than would be assigned the same ranks on board other craft. BuPers therefore intends to select above-average officers from combatant vessels to man and command these ships.

After 1 Jan 1948 any officer who has served in a weather station PCE for 14 months and for whom a relief has not been ordered may inform BuPers of that fact via the immediate superior in command. The information should contain the date of first reporting for the duty.

Current records indicate only a very few officers remain to be relieved and their replacements will be ordered in the near future.

In commenting on the new rotation plan, officials stated, "BuPers is aware of the deleterious effect on morale of too-prolonged duty on weather station PCE craft operating from outlying Pacific islands. The importance of the information furnished by the ships, however, requires their continued assignment to weather information missions and personnel, both officer and enlisted, must continue to man them."

• **RESERVE** officers on inactive duty or on duty in the Naval Reserve program are due to receive new permanent appointments under recent SecNav authorization. The appointments will be announced in the near future.

Each officer will be appointed to either the unrestricted temporary (non-spot) rank which he held while on active duty, or one rank lower. Many officers will be serving in a higher rank than the one to which they are appointed. This is due to the fact that each Reserve officer upon being released from active duty retains the highest rank in which he served satisfactorily while on active duty. These officers will continue to serve in the higher ranks while in the Reserve, and will receive drill pay based upon that rank.

Reserve officers will become eligible for future promotions as their regular Navy contemporaries become eligible. These contemporaries are those regular Navy officers who, on 1 Oct 1945, held the same unrestricted temporary rank and date of rank as the Reserve officer. Future promotions of Reserve officers will be subject to certain training requirements and, in some ranks, to selection by selection boards.

These permanent appointments will be the first promotions in permanent rank that have been made since 30 June 1942, when permanent promotions were halted for the duration. All promotions since that date have been temporary appointments.

No requests for promotion are desired from individuals or activities. Information as to when the permanent appointments will be delivered and how they will be effected will be announced later.

• **LIBERALIZING** liberty conditions as a factor in personnel morale, a new directive specifies that as much as two-thirds of a ship's company may be ashore at one time on leave or liberty while the vessel is in port.

Previously, COs were bound by Navy regulations to allow not more than half of a ship's personnel ashore at one time, except when the vessel was secured to a wharf in a navy yard. Under the latter conditions, one-quarter of the personnel was required by regulations to remain on board.

In addition to having been designed as an aid to morale, the new directive correlates a three-section liberty watch with the standard duty watch, eliminating the necessity for separate watch and duty bills.

The directive, Alnav 212-47 (NDB, 15 October), supplants Article 1729 of Navy Regulations, 1920.

The alnav also opened the way for liberalization of liberty for officers on board small vessels with a complement of only two officers. Upon proper authorization from CNO, a senior petty officer may be left in charge under certain conditions. Previously, at least one officer was required on board at all times.

• **LEGAL COUNSEL** is not required for a majority of officers whose cases are now before or may be referred to a physical disability retirement board. Counsel is available free of charge from several sources.

Requests for legal counsel, if desired, may be addressed to commandants of naval districts, to the American Red Cross, to recognized veterans organizations or to the Office of the Judge Advocate General, Navy Department, Washington 25, D.C.

QUIZ AWEIGH

Can you answer these six $64 questions? See how many you get right, then collect your money from Charley Noble.



1. Known os the workhorse ond backbone of the fleet it's (a) PBM (b) PBY (c) PBX.
2. In south Pocific areas it wos sometimes known os (a) Dumbo (b) Donold Duck (c) Pluto.



3. He is reody to pull the pin on (o) corpenter stopper (b) shockle (c) gooseneck.
4. When pin is pulled the choin will (o) run out (b) eose out (c) stond fost.



5. This mon is working on (o) oir plot toble (b) maneuvering board (c) rodor set.
6. He is plotting the course of (a) submorines (b) plones (c) surfoce croft.

ANSWERS TO QUIZ ON PAGE 61

THE BULLETIN BOARD

Personnel Recommended For Reenlistment Get Statement of Service

A standard statement of service will be completed for each enlisted man who, upon discharge, is recommended for reenlistment by his commanding officer.

Personnel not recommended for reenlistment will not be furnished with a statement, but in the event that such persons are accepted for reenlistment, a statement for pay purposes may be requested from the Chief of Naval Personnel, according to BuPers Circ. Ltr. 181-47 (NDB 30 September).

The standard statements of service will be signed by the commanding officer or officer authorized to sign in accordance with Navy Regulations, and will be made part of the enlisted man's service jacket.

COs May Now Waive School Requirement

All commanding officers have been authorized to waive the prescribed school requirement for advancement in certain specific ratings which prescribe a school requirement *or* the equivalent in practical experience, it was announced by BuPers Circ. Ltr. 194-47 (NDB, 15 October).

This letter does not change the school requirement where completion thereof is mandatory.

Previously, as stated in enclosure A to BuPers Circ. Ltr. 191-46, only commanding officers of units afloat were authorized to waive the school requirement contained in the Manual of Qualifications for Advancement in Rating (NavPers 16484) and in the BuPers Manual. This was true where either completion was required or the possession of equivalent practical experience was allowed.

Where school requirements are waived, appropriate entry will be made on page 9 of the man's service record, indicating that the individual has the equivalent qualifications.

Line, Staff Appointments Announced in 10 Alnavs

Appointments in the various grades of the line and staff for regular Navy and Naval Reserve officers in accordance with Public Law 381, 80th Congress, were announced in a series of 10 Alnavs.

The directives are: Alnav 198-47 (NDB, 15 September), Alnavs 200-47, 203-47, 207-47 and 208-47 (all in NDB, 30 September), Alnavs 210-47, 213-47 and 222-47 (NDB, 15 October), 229-47 and 231-47 (both in NDB, 31 October).

New Enlisted Rating Plan Goes Into Effect 2 Apr '48

The postwar enlisted rating structure will not go into effect until 2 Apr 1948 in accordance with Alnav 230-47 (NDB, 31 October).

Date of changeover was previously scheduled for 15 Jan 1948.

Correspondingly changed was the date of promulgation of revised enlisted allowances incorporating the new rating structure, from 15 Nov 1947 to about 1 Feb 1948.

Sailors, Marines Compete For Academy Appointments

Competition for appointments by SecNav to the U. S. Naval Academy is being carried on among 326 Navy and 153 Marine Corps enlisted men, selected from inter-service competitive examinations.

These men are part of the 540 enrolled at the U. S. Naval School, Academy and College Preparatory, Bainbridge, Md. The preparatory school also has on its roster four personnel of other services holding appointments to the academy, 48 congressional nominees and nine presidential nominees.

The school, located on the site of a former civilian preparatory school, operates from October through May preparing men for the academy and from June through September for the benefit of personnel selected for assignment to NROTC colleges.

The course of instruction for men preparing for the Naval Academy is longer than that for NROTC, because entrance to Annapolis is accomplished through passing content examinations, while NROTC students take aptitude tests.

Requests for Training Sought; Shortage of ETMs Still Critical

Qualified personnel with sufficient length of enlistment may request assignment from BuPers to electronics schools at Great Lakes, Ill.; Treasure Island, Calif., and Memphis, Tenn., in accordance with Alnav 227-47 (NDB, 31 October).

Unlimited quotas are available for the 42 weeks course at the electronics materiel schools at Treasure Island and Great Lakes and for the aviation electronics basic maintenance school at Memphis in a course lasting 44 weeks.

Candidates must have at least two and a half years obligated service from date of entry into school and have the following qualifications:

- Minimum score of 55 in the general classification test.
- Scores of 55 in the arithmetical reasoning test and in the mechanical knowledge (electrical) test.

The following are not eligible:

- Personnel previously graduated or declared inept for radio material training.
- All CPOs.
- All PO1s except ETMs and AETMs.
- Fire controlmen, special artificer, storekeeper, printer and specialist ratings.
- AERMs, PHOMs, ARMs, AEMs, PRs, Ys, SOMs, RDMs, EMs, and MUSs.

In cases where commanding officers consider the foregoing ratings — except CPOs and PO1s—especially qualified for the training, special recomendations may be submitted to BuPers via force commanders.

Requests from forces afloat must be forwarded to ComServPac or ComServLant for final selection and inclusion in quotas assigned their commands for electronics material or aviation electronics basic maintenance schools.

With the exception of hospital corps personnel, whose requests must be forwarded via BuMed, requests from personnel at shore activities may be forwarded directly to BuPers.

The requests should specifically state whether ETM or AETM instruction is desired.

400 Combatant Vessels Sold for Conversion, Scrap In Ship Disposal Program

Some 400 combatant vessels, many showing livid marks of war and old age, have been auctioned off in the now virtually completed Navy disposal program.

Having been determined surplus to future needs of the Navy's active and reserve fleets, 55 vessels were sold for use as such by the buyers and the remainder for scrap.

Thirty-one CVEs were sold for use, along with 10 DEs and 14 frigates, after buyers had been carefully scrutinized to insure that the vessels actually would be converted to cargo ships.

Buyers were required to remove flight decks from the carriers and, except in notable instances when the Navy made sure the guns could never be fired, all armament and other military features were stripped from the vessels.

The carriers, mostly with C-3 hulls, could be converted to cargo vessels easily. The program is a boon to American shipyards, whose personnel might otherwise find considerably less work in these times.

One of the unusual uses for which prospective buyers intended the vessels was as a floating university. The Navy tentatively approved the plan but the purchaser made no successful bids for any of the baby flat-tops which were sold. Some buyers indicated they would use the converted craft as harbor barges and others intended them for fuel storage.

The vessels which are being broken up for scrap by private shipbreaking companies will assist in relieving the critical scrap shortage. A total of almost 600,000 tons will be realized from the Navy combatant vessels.

Highest price received for any single vessel was $380,000 for *New Mexico*. Old four-stackers, on the other hand, went for as low as $8,000 to $10,000.

Other battleships sold were *Oklahoma*, which sank while being towed to the United States from Pearl Harbor, and *Idaho* and *Wyoming*.

Five light cruisers of the *Omaha* class were put on the auction block—*Trenton, Concord, Richmond, Detroit,* and *Memphis.*

Two veterans of the attack on Pearl Harbor, *Cassin* and *Downes,* were sold as scrap along with 122 other destroyers.

Among the 50 aircraft carriers, 36 of which had seen service in the British Navy under Lend-Lease, was the old warrior *Ranger*.

Others sold were 111 DEs, 59 submarines, 6 eagles and 60 frigates.

Large numbers of landing craft, not considered as combatant vessels, were turned over to the Maritime Commission for disposal.

HOW DID IT START?

Christmas

Christmas is a big day in the ships of today's Navy, but the custom of decorating the ships dates back to the time of the ancient Romans.

Even in those days, vessels were decked out with bunting, wreaths and Christmas trees. In early times, this gala day was marked by the officers taking the places of their servants. The Roman officers on this day would wait on and serve their servants while the servants would enjoy a day of rest.

Aboard the ships of today, Navy personnel have their familes or other guests aboard for the big Christmas dinner. You will find that Saint Nick always pays a courtesy call and delivers toys to the children. On the larger ships he will sometimes arrive by plane, while on the smaller ones he usually arrives by boat. But arrive he will, you may be sure of that.



THE PERFECT GIFT
from one Navy man to another . . . .

If he's in the Navy . . . if he's ever been in the Navy . . . if he has a close friend or relative in the Navy . . . Give him a year's subscription to ALL HANDS — his own personal copy for handy reference and filing.

Send check or money order for two dollars ($2.00) for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Larger Plastic, Plywood Small Boats to Be Tested

Incorporating the first postwar changes in small boat design, six motor boats made of plastic and 88 of plywood have been ordered by the Navy for tests and experimentation by BuShips.

The plastic boats, the first designed for use in heavy seas, will carry 20 persons and will be 28 feet in length or twice the size of plastic commercial models now in use. The craft were ordered for delivery in January 1947.

Because many different pigments can be manufactured into the plastic, the necessity for painting would be obviated. The boats are highly adaptable to inexpensive mass production.

BuShips is also scheduled to test plastic piping and honeycomb-core bulkheads now on order by the Navy.

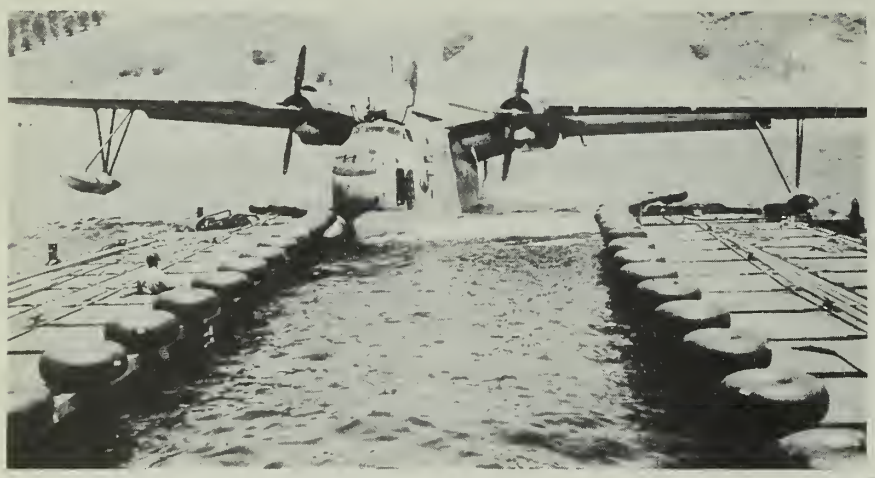
The streamlined plywood motor boats, ordered from Navy yards for delivery in May 1948, will have a light hull and will feature a more powerful engine. Designers forecast improvements in speed, utility and lower construction costs.

Top Talent Will Appear On AFRS Yule Radio Show

Top Hollywood and radio stars will headline a "Command Performance" Christmas radio show distributed by Armed Forces Radio Service to 51 overseas stations.

Transcriptions of the yuletide program will be sent to the Pacific, Atlantic and Army, Navy and Veterans Administration hospitals. The program will be received overseas about 15 December.

The following stars have contributed their talent for the show: Lionel Barrymore, Jack Benny, Mary Livingston, Rochester, Jack Carson, Graucho Marx, Linda Darnell, Jimmy Durante, Red Skelton, Danny Thomas, Kay Kyser, Dinah Shore, Lena Romay, Herb Jeffries, Norma J. Milsson, Audrey Totter, Esther Williams, Marguerite Chapman, Andrews Sisters, Frances Langford, Mills Bros., Hy Averback, Howard Petrie, June Foray, Verna Felton, Lurene Tuttle, Frank Moragn, Bob Mitchell and Boy Choir, Ken Carpenter, Bob Hope and Jerry Colonna.



FLOATING berth for seaplanes, which can be moved out from shore to simplify mooring waterborne aircraft, developed and successfully tested by BuDocks.

FLOATING SLIP MOVES OUT TO MEET PLANES

Pilots of unruly Navy seaplanes will be delighted with a new gadget turned out by BuDocks.

Bringing a big patrol seaplane through choppy seas or high winds to a dock or mooring buoy never has been a choice task for Navy pilots but now the Navy has a berthing slip which comes out to meet the plane.

The self-propelled floating berth moves along 600 feet of submerged cable, swinging in any direction to permit the plane to taxi into the wind on entering or leaving the slip.

The berth operates like a floating drydock and can be used for emergency repair of seaplanes where ramps are not available. Comprised of 134 pontoons, the structure has only 18 inches of freeboard while being used as a slip.

As the plane moves into the berth's wide entrance, a system of water jets—three to each side—forces streams of water against the plane's hull to guide the craft into the slip.

Along the inner sides of the slip are mounted rows of partially inflated aircraft tires which absorb the shock if the plane is forced against the berth.

Propulsion is furnished by three modified Sea Mule units, a device used extensively by Seabee units throughout the war. Two are used to propel the structure forward and the third pivots the slip.

A firefighter pump furnishes the pressure for the water jets, the intake suction dimension of four inches being reduced to one inch at the fire nozzles. The jets can be swung in a complete circle and can be operated singly or together.

During tests at the Naval Advance Base Depot, Port Hueneme, Calif., Mariners were controlled easily by the water streams and even the worst kind of an approach was overcome for a facile entry.

Of the three tiers of pontoons which comprise the structure, only the top and the bottom rows are flooded, the middle tier remaining water-tight for buoyancy.

The total length of the slip is 125 feet and the width between the outside extremities of the pontoons is 52½ feet. The clear width of the channel is 17½ feet.

Ammo Handling Limited To Ordnance Facilities

Under new regulations, loading and discharging of cargo ammunition in continental ports will be done only at ordnance facilities and explosive anchorages, except in emergency cases.

The new policy was inaugurated as a safety precaution against the potential hazards to installations in port areas where ammunition was unloaded during the emergency of wartime operations.

Naval shore facilities as designated by district commandants may be used for discharge of certain items of a ship's allowance when the physical character of the ship prohibits berthing at an ordnance facility or in ports where ordnance facilities are unavailable.

Hospitals on Wheels Assigned to 11 NDs For Disaster Relief

Mobile hospitals have been assigned to each of the 11 naval districts in the U. S. for use in disaster relief.

Special automobile trailers, equipped with surgical facilities comparable to those of operating rooms in large hospitals, will be manned in cases of emergencies such as the Texas City disaster.

Containing the most modern anesthetic apparatus, oxygen tanks, surgical instruments, blood plasma, antibiotics and other facilities, the highly mobile surgical units were used jointly by the Marine Corps and BuMed during the last war.

Each trailer unit will have a normal complement of two Navy doctors, one Navy nurse, one anesthetist and two hospital corpsmen. A generator mounted on the trailer supplies electricity for surgery, lights, hot water, air conditioning and for operating instruments and dressing sterilizers.

In announcing assignment of the trailer units, Rear Admiral C. A. Swanson, MC, USN, Chief of BuMed, said:

"The recent Texas City disaster demonstrated the desirability of providing a mobile-type surgical unit to augment other emergency supplies and equipment available to commandants of naval districts in furtherance of district casualty plans."

The hospitals on wheels were lent to BuMed by the MarCorps, which has agreed to their assignment to the naval districts for use in disaster relief.

Second Core in Hurricane Discovered by Navy Pilot

Called one of nature's greatest phenomena, a second core in a hurricane was discovered by a Navy pilot.

When word of a gigantic hurricane in the South Atlantic was first received, the Navy did what has been termed exceptional work in tracking the disturbance by means of visual and radar operations, marking the first time a hurricane had been followed continually.

In previous emergencies, the whirling winds had been followed by reconnaisance airplanes during the day, but at night no record of its path could be made and the job of finding its position again had to be undertaken the next day.

It was on the second flight into the heart of the hurricane that anything un-

usual was discovered by the radar operator, who relayed the message that he had picked up "something screwy" on the radar's scope.

Pilot of the ship, Lieutenant Commander A. R. Fields, USN, of the Naval Air Station, Miami, Fla., checked the scope, and it definitely showed two distinct concentric cores in the storm.

"The best way to describe it," Fields told reporters upon return to his station, "would be a spool sitting inside a bowl. The outer rim of the bowl would represent the outer fringe of the storm—or the terrifically turbulent air with winds above 100 miles an hour. The space between the bowl and the spool would represent the new developing eye, with calm air and only a few scattered low clouds. The spool would represent the core of the storm where the winds are strongest and the hollow center of the spool would represent the original eye."

The center of the storm was perfectly calm, according to the pilot, who estimated the fishbowl of calm air to be a 30-mile doughnut from the core. The core resembled pictures of the atomic bomb explosion at Bikini, he also stated. It was a fringed column of gray clouds that extended from the ocean's surface up to 15,000 or 20,000 feet, with still another calm center inside of it, the true "eye," or core, of the storm.

Fields said that the double-eye formation would be hard to explain, but that it may be that as the storm grew in size and intensity, it couldn't accommodate the subsiding air, so simply created a new core around the original.

In further explanation, he stated that every storm in its development may go through just such a change, but that this is the first time anyone has come across a hurricane at that intermediate point.

Naval Reserve Program Places Training First

Training takes precedence over other military features of the Naval Reserve, a Reserve directive from BuPers points out in clearing some misunderstanding as to the peacetime mission of the Organized Naval Reserve.

Military functions such as mustering, inspection, announcements, and roll calls should not prevent devoting maximum time to training Reservists in their rates or classifications.

Naval Reserve multiple address letter 37-47 states that "since Organized Reserve surface divisions are set up as training units only and will not be ordered to active duty as units in the event of mobilization, any esprit de corps stems more from membership in the Naval Reserve and preparing one's self to serve the nation to the full in the event of national emergency than from membership in a particular administrative unit of the Naval Reserve."

Navy GCA Completes 51,000 Landings

The Navy has completed more than 51,000 operational ground control approach landings in addition to a large number of training landings. Almost 3,000 of the operational landings were made under sub-instrument conditions.

Twenty-five operating units are maintained in the United States, each of them on a 24-hour standby and able to assume active operation within 30 minutes.

GCA, the standard Navy low approach system, is a mobile radar talk-down method of aiding a pilot to land under abnormal weather conditions. No special airborne electronic equipment is required. Pilot checkout and familiarization is not deemed necessary, even though it is desirable.

The first GCA "save" during the current bad weather season involved a civilian aircraft at NAS Columbus, Ohio. A DC-3, enroute from Baltimore, Md., to Columbus, reached the field to find that fog had closed the airfield and all other fields within range. Critically low on gasoline, the pilot requested an emergency GCA at the air station.

The plane was landed with a 200-feet ceiling and one-sixteenth of a mile visibility. Later it was discovered that only 23 gallons of gasoline remained in the plane.

The Navy's 25 operating stations include NAS Whidbey Island, Wash.; NAS Seattle, Wash.; NAS Oakland, Calif.; NAS Moffett Field, Calif.; NAS Los Alamitos, Calif.; NAAS Miramar, Calif.; MCAS El Toro, Calif.; NAS Corpus Christi, Tex.; NAS Olathe, Kans.; NAS Minneapolis, Minn.; NAS Glenview, Ill.; NAS Grosse Ile, Mich.; NAS Columbus, Ohio; NAS Memphis, Tenn.; NAS Atlanta, Ga.; NAAS Saufley Field, Fla.; NAS Jacksonville, Fla.; MCAS Cherry Point, N. C.; NAS Norfolk, Va.; NAS Patuxent River, Md.; NAS Willow Grove, Pa.; NAS Atlantic City, N. J.; NAS New York, N. Y.; NAS Quonset Point, R. I.; NAS Squantum, Mass.

76 Eligible to Compete For Rhodes Scholarships

Seventy-six naval officers have been recommended by a selection board which convened at the Naval Academy as eligible to compete for 1948 Rhodes scholarships.

BuPers has requested their commanding officers to grant leave enabling the officers to appear before committees convening in their home states. Candidates approved by the state committees are interviewed by district committees who will select the 48 men to be awarded 1948 scholarships at the University of Oxford in England.

District and state committees make the selections from lists of civilian, naval and military personnel meeting the necessary requirements.

Last year, a total of 16 officers were selected by the naval board for competition for Rhodes scholarships, of which three succeeded in winning the scholarships. The names of those recommended by the naval selection board are listed in BuPers Circ. Ltr. 168-47 (NDB, 15 September).

Secretary of Defense Gets Two Salutes of 19 Guns

Secretary of Defense James Forrestal will receive 19-gun salutes on both arrival and departure at naval activities, in accordance with Alnav 235-47 (NDB, 31 October).

With the change in naval and military organization since unification, Navy regulations were also modified to provide a 19-gun salute for Secretaries of the Army and Air Force upon departure only, and a 17-gun salute upon the arrival of Under and Assistant Secretaries of the Army and Air Force.

Cabinet officers other than SecNav will be accorded a 19-gun salute upon arrival only.

Regulations remain unchanged in specifying, on both arrival and departure, 19-gun salutes to SecNav and 17-gun salutes to Under and Assistant SecNav.

MORE RATES OPEN TO ADJUSTMENT

Former petty officers in 35 more rates are eligible for rate adjustment in accordance with BuPers Circ. Ltr. 193-47 (NDB, 15 October). These are in addition to 125 previously announced.

The adjustments correlate rates of certain former petty officers, who reenlisted at rates lower than those currently offered to Navy veterans in a recruiting drive, with the higher rates of the personnel recruited.

The drive was originally scheduled to end on 31 Oct 1947 and adjustments for the 125 rates were announced in BuPers Circ. Ltr. 144-47 (NDB, 15 August), see ALL HANDS, November 1947, p. 54.

Later the campaign was extended to 31 December. The 35 additional rates were opened to broken service enlistment or reenlistment by veterans sought by the Navy, and for adjustment in rating for personnel who reenlisted before the inducements were offered.

The list of new rating adjustments follows. Column 1 lists the rate in which personnel were discharged prior to reenlistment. Column 2 lists the rates to which adjustment can be made from present lower rates.

COLUMN 1	*COLUMN 2*
CSOM	SOM2
CSOMA	SOM2
SOM1	SOM2
SOM2	SOM3
SOM3	SOM3
CCM	CM2
CCMA	CM2
CM1	CM2
CM2	CM3
CM3	CM3
CM	M2
CMA	M2
M1	M2
M2	M3
M3	M3
CSAI	SAI3
CSAIA	SAI3
SAI1	SAI3
SAI2	SAI3
SAI3	SAI3
CSAD	SAD2
CSADA	SAD2
SAD1	SAD2
SAD2	SAD3
SAD3	SAD3
CSSMB	SSMB2
CSSMBA	SSMB2
SSMB1	SSMB2
SSMB2	SSMB3
SSMB3	SSMB3
CCMCBB	CMCBB3
CCMCBBA	CMCBB3
CMCBB1	CMCBB3
CMCBB2	CMCBB3
CMCBB3	CMCBB3

20 Dec to 4 Jan Holiday For Personnel in Training

For personnel undergoing training in the 149 training activities under control of BuPers, the period from 20 Dec 1947 to 4 Jan 1948 has been designated as a holiday period in accordance with a BuPers letter dated 15 Oct 1947.

Men in recruit training who have completed their quarantine may be granted leave not to exceed 12 days in lieu of leave normally granted on completion of recruit training.

As regular courses of instruction will be suspended during this period, enlisted students other than recruits may be granted leave not to exceed any accrued leave to which they may be entitled.

Within limitations imposed by security and maintenance of essential services, men in ship's company may be granted leave at the discretion of the commanding officer, who may also determine the leave eligibility of officer students.

Rubberized Nylon Pontoons Latest in Ship Salvage

Collapsible rubberized nylon pontoons, the latest thing in ship salvage equipment, are now being developed by the Navy.

Pontoons were used successfully at Bikini following the first bomb blast. Larger-sized models capable of lifting 15, 25 and 40 tons deadweight are now being assembled. Because of the ease with which they can be handled underwater, the new models will see extensive use in replacing standard rigid steel pontoons in submarine salvage operations.

Weighing a fifth as much as steel pontoons of comparable size, the hollow tear-shaped pontoon can be collapsed into a small package and attached to the sunken submarines and other vessels, then inflated to provide necessary buoyancy for surfacing the ship.

Navy Regs Change Puts Dental Corps Officers Over Dental Activities

Dental Corps activities, formerly under the command of medical officers, will be administered by dental officers in accordance with advance changes in Navy Regulations.

A dental officer will be the head of the dental department on each ship and station. Naval dental schools, dental technician schools, base and post dental detachments and separate dental clinics will be administered by an officer of the Dental Corps.

The definition of the duties and responsibilities of dental officers carry out the provisions of Public Law 284. The new Navy Regulations pertaining to the duties of dental officers are as follows:

"The head of the dental department of a command or other activity shall be designated the 'dental officer.' He shall be responsible, under the commanding officer, for:

"(a) Making dental examinations and providing dental care and treatment to the personnel of the command and, when directed by the commanding officer, to such other persons in the armed forces of the United States as may be present and require such services.

"(b) Preventing and controlling dental diseases, supervising dental hygiene within the command, and advising the commanding officer on all matters pertaining thereto.

"(c) Furnishing such other dental services as are provided by law.

"(d) Procuring, storing, issuing, transferring, and accounting for dental stores and equipment."

BuShips Pamphlets Help Navy's Shipyard Workers

Navy shipyard workers and craftsmen are offered valuable technical information through a series of industrial pamphlets issued by BuShips since 1943.

Sixty pamphlets have been issued since inauguration of the program. They have dealt with such subjects as gasket cutting, drilling practices, tube bending, maintenance of pneumatic tools and welding equipment.

Copies of any of the booklets and information on being placed on the mailing list for future copies may be had by addressing Bureau of Ships, Code 741D, Navy Department, Washington 25, D. C.

Officer Travel Payments Figured by Same Method Throughout Armed Forces

Navy travel instructions will be modified in accordance with Alnav 232-47 (NDB, 31 October), to correlate Army and Navy reimbursement for officers' travel.

For all travel and temporary duty performed within the United States under temporary additional duty orders, including repeated travel orders, per diem is allowed at the following rates, even though not specified in the orders:

• Full per diem of $7 is allowed for the day of departure, but a deduction will be made for the day of return to, or arrival at, permanent duty stations.

• Seven dollars per diem will be allowed while traveling, except where government quarters are available at a point of delay or temporary duty on any date of travel. In this case the rate of per diem authorized at such point of delay or temporary duty will be payable on that date.

• Officers in a travel status away from their designated post of duty at a temporary duty station where no government quarters are available are allowed per diem of $7 at each temporary duty sta- for the first 30 days, $2 for the second 30 days and no per diem thereafter until completion of temporary duty.

• Officers in a travel status away from their designated post of duty at a temporary station where no government quarters are available are allowed per diem of $7 at each temporary duty station for the first 30 days, $4 for the second 30 days and $2 thereafter for the remainder of temporary duty.

The same per diem rates are allowed on change of station orders with temporary duty en route when per diem is authorized in orders. Otherwise, mileage is payable on change of station orders.

Temporary additional duty orders—and change of station orders when the latter specify per diem reimbursement—which involve travel and temporary duty under instruction at service schools physically located at a military post or station shall provide for reimbursement on a per diem basis while traveling, but no per diem while at the post or station unless government quarters are not available. In this case per diem of $4 will be allowed for the first 60 days and $2 thereafter until completion of temporary duty at each school.

The time limitation applies to the total time at any one temporary duty station, whether such time accrues on a single visit or over a period of several visits while in a continuous travel status.

The directive, modifying Art. 4153, NTI, went into effect 1 December.

All Hands Artist Receives Fifth Award for Drawing

Harold B. Jones, S1, USN, staff artist for ALL HANDS, has been awarded third prize by the Corcoran Gallery of Art in the second annual exhibition of work by artists of Washington, D. C., and vicinity. This is the fifth award in three years that Jones has received for this particular drawing, entitled "Evils of Money," one of a series depicting Dante's *Inferno*.

Plane Exhaust Gas Used To Reduce Fire Hazards

A new system for reducing aircraft fire hazards has been successfully installed in two Navy planes, an R5C Commando and a PB4Y-2 Privateer.

The system blankets vacant spaces inside and around the fuel tanks with low-oxygen-content gases from the engine's exhaust. It involves the cooling of inactive exhaust gases by a heat exchange before they are led through a small "bleed" line into the gasoline tank.

Although atmosphere normally contains 19 per cent oxygen, a reduction of only 5 per cent in oxygen content is usually sufficient to suppress combustion. The new exhaust system maintains the oxygen level in air immediately adjoining an aircraft's fuel supply at approximately 10 per cent, or well below the safety limit.

Original research on the new system began in 1943, when the Curtiss-Wright research department was invited by the Navy to study the problem, along with the National Defense Research Council and the British government. Several methods were evaluated, but the use of engine exhaust gases was decided to be most efficient.

At present, the new unit has been tested on aircraft without turbo superchargers. With a turbo supercharger, the unit could be installed between the engine and the turbine, and thus provide an auxiliary fuel pressurization system.

Community Property Law Passed in Pennsylvania Assists Married Persons

Under Pennsylvania Community Property Law property coming to a married couple during coverture belongs equally to both parties.

In recognizing such state statutes, the Bureau of Internal Revenue will tax to the husband only one-half of the husband's income, even though earned solely by him, and will tax the other half to his wife as if she earned it herself. Therefore, in community property states it is advantageous for married couples to file separate income tax returns because generally the total tax on two separate incomes is less than the tax on the total of the two incomes if combined. Since the passage of this law, Pennsylvania residents are now entitled to this income tax privilege and notice should be taken of it in making income tax returns. The community property is not, however, applicable to the Federal estate tax.

Among other outstanding features of this community property law is one which permits all property owned by either party before marriage and that acquired afterwards by gifts, devise or descent, or received as compensation for personal injuries, to remain as separate property of the particular spouse. All other property acquired by either party during marriage is community property and each party owns an undivided one-half interest therein.

The law also provides that management and control of community property is chiefly in the husband. However, the wife has control of all that portion of community property consisting of her earnings, income from her separate property and all community property, title to which is in her name.

Causeway-Tunnel Linking Frisco and Oakland Urged

A joint Army-Navy board report recommending the immediate construction of a combination causeway-tunnel between Oakland and San Francisco will be submitted to Congress, the War and Navy Departments have announced. Also stated in the report is that, due to engineering difficulties, no provisions for carrying "main line" railroads should be made.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and Navacts, not as a basis for action. Personnel interested in specific directives should consult Alnav or Navacts files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands.

No. 211—Outlines procedure to be followed by line selection board convened to recommend eligible officers, including EDO and AEDO officers, for temporary promotion to rear admiral.

No. 212—Makes changes in U.S. Navy Regulations pertaining to heads of departments, eligible to succeed to command.

No. 213—Seventh of a series of Alnavs, announces appointment in the grade of ensign of the line of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 214—Outlines Navy's plan for cooperation with the President's Citizen's Food Committee.

No. 215—Provides that all Naval and Marine Corps activities shall have meatless and poultryless days as directed by the Citizen's Food Committee.

Key West Locker Club Offers "Quick Change"

An achievement in the maintenance of high morale among naval personnel is an on-station enlisted men's locker club at the Submarine Base, Key West, Fla., which enables personnel to change uniform and proceed directly out the main gate in civilian clothes.

Lockers are available 24 hours a day, seven days a week, rented on a monthly basis. Fleet Reservists and retired chief petty officers are employed as watch standers.

Men frequenting the club after it is fully completed will enjoy usage of 1,200 lockers, showers and head facilities, ship's service canteen, barber shop and "While-U-Wait" pressing service.

The club's construction cost was paid from the command recreation fund, Submarine Force, Atlantic Fleet.

Navy Revisits Antarctica To Train Men, Test Gear

The Navy's second Antarctic development project is underway.

Two Navy icebreakers, USS *Edisto* and USS *Burton Island,* left East and West Coast ports and rendezvoused at Samoa. Then they proceeded to Antarctica to continue the program of training men and testing equipment under extreme cold weather conditions.

At the end of Antarctic summer, the ships will return to their home ports.

No. 216—Plea of Secretary of Defense James Forrestal for support of the food conservation program.

No. 217—Orders all ships and stations within continental limits to halfmast colors in respect for first contingents of war dead returned for final burial.

No. 218—Amendment two to SecNav letter of 22 July 1947 (47-668, NDNB 31 July), and Alnav 189.

No. 219—Provides for increase of a maximum of 75 dollars for expenses for interment of remains of deceased Navy and Marine Corps personnel.

No. 220—Refers to BuPers Circ. Ltr. 127-47 regarding deadline for receipt of NROTC nominations.

No. 221—Announces that dates of rank are now being issued to permanent and temporary appointment officers and their Reserve components.

No. 222—Eighth of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 223—Concerning travel allowance for regular service personnel being discharged or extending enlistment under Public Law 604.

No. 224—Announces examination date for appointment to Medical Corps.

No. 225—Outlines general instructions regarding foreign patent rights.

No. 226—Instructs naval vessels in port to full dress ship on Navy Day.

No. 227—Requests applications for 42-week electronics materiel course and 44-week course in aviation electronics basic maintenance (see page 44).

No. 228—Instructs COs what action to take regarding injuries sustained by civilians during Navy Day.

No. 229—Ninth of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 230—Changes effective date of postwar enlisted rating structure from 15 Jan 1948 to 2 Apr 1948 (see page 44).

No. 231—Tenth and last of a series of Alnavs announcing appointment in the various grades of the line and staff of the regular Navy and Naval Reserve in accordance with Public Law 381.

No. 232—Announces method of reimbursement for travel in the U.S. by officers under orders involving per diem as agreed upon by all military services (see page 49).

No. 233—Urges officers eligible for temporary promotion to rear admiral and their reporting seniors to expedite submission of fitness report to selection board.

No. 234—Cancels portion of Alnav 181-47, which deals with officers to be selected for duty with Air Ferry Squadrons One and Two.

No. 235—Defines honors which shall be accorded Secretary of Defense and Secretaries of the Army, Navy and Air Force (see page 47).

No. 236—Contains instructions for proper shipment of Marine Corps personal baggage.

Naval Reserve Totals 73% of Desired Goal

Totaling 856,683 officers and enlisted personnel, the Naval Reserve has reached 73 per cent of its planned strength.

Of the total, 277,808 are officers; 578,875 are enlisted personnel.

In the Organized Reserve are 10,921 officers and 114,171 men in surface units and 5,995 officers and 15,009 enlisted men in aviation units. Total personnel in the Organized Reserve is 16,916 officers and 129,180 enlisted personnel.

Other elements of the Naval Reserve, including the Volunteer Inactive (V-6), Fleet Reserve and Merchant Marine Reserve, total 260,695 officers and 449,695 enlisted.

Every effort is being made to induce men coming up for discharge from the regular Navy to enroll in the Naval Reserve if they elect not to re-enlist in the regular Navy.

Bulwark Against War on American Soil

SecNav John L. Sullivan issued the following message as Alnav 201-47 (NDB, 30 September) to the men and women of the United States Navy:

"During World War II the United States Navy became the most powerful in the world. The uncertainties of the times dictate that it must remain the most powerful.

"Of necessity, the Navy has diminished in numbers of men, ships and planes. Increased efficiency in every phase of naval activity, both afloat and ashore, must offset reductions in size. Our Navy must not lose in stature or deteriorate in performance.

"New developments in aviation, electronics, guided missiles, ordnance, new and improved types of ships and planes, and other components of naval warfare will be pursued and advanced to insure the continuance of our nation's newly-won position of leadership in world affairs. In the future as in the past, the Navy will fulfill its traditional function as a bulwark against war on American soil.

"Our position of world leadership is a challenge to us to carry out our duties with increased vigor, efficiency, tenacity and imagination.

"I count on each one of you to join me in taking up that challenge and in working together with the Army and the Air Force as a team to further the readiness of all services to discharge their responsibilities to our nation."

30 Per Cent of Reviewed Cases Given Better Type Of Discharge by Board

Out of the first 14,000 discharges reviewed by the Navy Board of Review for Discharges and Dismissals, about 30 per cent resulted in a change for the better in type of discharge.

Approximately 340,000 former Navy and Marine Corps personnel who received other than honorable discharge certificates are eligible to have their cases reviewed by this board, which was established by the Servicemen's Readjustment Act of 1944.

Under the provisions of that act, the board is authorized to review all Navy discharges except those issued as a result of a general court-martial sentence.

Former Navy enlisted personnel are entitled to receive honorable discharge certificates under the changes in instructions affecting discharges, provided they were not convicted by a General Court-Martial or more than once by a summary court-martial, if their final average service marks were at least 2.75 in proficiency and 3.25 in conduct. For Marine Corps personnel, the proficiency average mark must be 3.44 or better and the conduct average mark must be at least 4.0.

Marks for Navy personnel are graded on a 4.0 basis, while the Marine Corps personnel are graded on a 5.0 basis.

Personnel whose discharges are open for review are those holding discharges under honorable or satisfactory conditions which were issued on or after 9 Sept 1939 for any of the following reasons:

- Convenience of the government.
- The individual's own convenience.
- Dependency existing prior to enlistment.
- Dependency arising after enlistment.
- Minors enlisting without consent under 18 years of age at the time of discharge.
- Minors who enlisted under the age of authorized enlistment.
- Personnel discharged as a result of a medical survey not due to their own misconduct.

Written application for review of discharge from former Navy and Marine Corps personnel should be addressed to the Review Board, Discharges and Dismissals, Navy Department, Washington 25, D. C.

New Sales Authority Speeds Disposal of Navy Surplus

In order to expedite clearance of usable surplus property, naval activities now may dispose of up to $1,000 worth of line items directly to buyers, Alstacon 032340 of October states.

Previously, the Navy could not dispose of more than $300 worth of items without turning the property over to the War Assets Administration for sale by that agency.

The line items consist mainly of various plant facilities, including spare parts, and personal property in excess of the Navy's needs.



Don't Trip On That Beard

Well, it finally happened—

From the big batch of ALL HANDS letters in the wire basket, we dug one out from V. J. Wadman, SK1, of USS *Sussex* (AK-213) and he ponders a poser: *"What is the average life span of a man who makes the Navy his career in comparison to a civilian?"*

So we hauled up the anchor ball and called BuMed and sure enough the Navy is working on that teaser right now. They're drawing life expectancy charts, studying the Navy's population by length of service and smoothing out the rough edges generally.

It's too early for definite results (there's a considerable range of error possible), but it appears that the average Navy man will go the distance because of:

(1) Stiff physical requirements for original enlistment,
(2) Regular health checkups,
(3) Preventive medicine employed by Navy, and
(4) Ready access to medical attention.

Navy Dependents' Housing

. . . which is a top priority question for all hands.

This time, in the Bulletin Board, you'll find a resume of facilities at some overseas bases. Next time we'll give you a detailed account of what the Navy wants in the way of housing and how the $$$-available situation is shaping up.

On Foreign Navies

First in a series of pieces on foreign navies—this time on the Russians—appears in this issue.

Material is drawn from various *non-classified* sources and ALL HANDS hopes to cover the field and bring you up to date on what's afloat elsewhere. It's not of the hush-hush variety and is strictly not from the fireproof files.—ED.

Broadened Rules Govern Use of Leave Bonds for Insurance

Liberalization of conditions affecting the use of armed forces leave bonds in payment for National Service Life Insurance and United States Government Life Insurance is the subject of BuPers Circ. Ltr. 188-47 (NDB, 1 October).

The repeal of a section of Public Law 704, 79th Congress, lifts the former restriction whereby the assignment of leave bonds for payment to the Veterans Administration for insurance could not be used by the insured directly or indirectly as a means of securing the proceeds of the bond in cash before the maturity date of the bond or the death of the insured.

Armed forces leave bonds may still be assigned to the Veterans Administration for insurance purposes as follows:

• To pay premiums currently and in advance on insurance already in force, for the purchase of new insurance or for the reinstatement of lapsed insurance.

• To pay the difference in reserve upon converting term insurance or when changing from one converted plan to another having a higher reserve value.

• To repay, wholly or in part, any policy loan made prior to 31 July 1946 with interest to that date. Only when a valid assignment for other insurance purposes is made may the proceeds remaining be used to repay a policy loan made on or after 31 July 1946.

Bonds assigned to the Veterans Administration after 1 Sept 1947 will be credited to the accounts of the insured in the same manner as remittances made by check, money order or other form of payment.

Certain portions of armed forces leave bonds assigned to the Veterans Administration before 2 Sept 1947 will become refundable under the new legislation. Upon request of the insured, refund may be made of the following amounts:

• Amounts of the bond proceeds withheld from previous refunds or cash surrender values.

• Amounts of bond proceeds held by the Veterans Administration but not credited to the insured's account.

• Amounts of bond proceeds which have been credited to the insurance account—chiefly for payment of premiums in advance—but unearned at the time request for refund is made.

Bond proceeds which have been applied in payment of the difference in reserve for conversion or change in plan, loan or loan interest or premiums which have been earned (already used to buy protection) cannot be refunded. In no case where all or portion of a bond has been used for insurance purposes can the bond be returned.

Requests for refund may be made by letter from the insured containing the following information:

• Full name.

• Permanent mailing address.

• Insurance certificate number.

• Service or file number.

• Amount of refund requested.

• Statement of the nature of the amount to be refunded, such as bond proceeds withheld from previous refunds or cash surrender values, bond proceeds held but not credited to the insurance account, or unearned premiums (the amount credited for payment of premiums in advance of the current month). Amounts held as unearned premiums are discounted at three per cent per year.

Requests for refund should be addressed to the Veterans Administration as follows:

• Where all or part of premiums for National Service Life Insurance are paid by *allotment,* the request should be addressed to Veterans Administration, New York Branch of Central Office, 80 Lafayette St., New York 13, N. Y., Attn NSLI Accounts Division.

• Where all premiums for National Service Life Insurance are paid by direct remittance, the request should be addressed to Veterans Administration, branch office to which premium payment are being made.

• Where premiums for United States Government Life Insurance are paid either by allotment or direct remittance, address Veterans Administration, Washington 25, D. C.

• Requests involving a combination of National Service Life Insurance and United States Government Life Insurance, whether premiums are paid by allotment or direct remittance, should be addressed to Veterans Administration, Washington 25, D. C.

The assignment of a bond for insurance purposes will no longer postpone until five years from the bond issue date the payment to an insured of any portion of a refund or loan or cash surrender value. The assignment will be made for the full amount of the bond plus interest accruing to the end of the month in which assignment is made.

Any amount which cannot be applied in payment of premiums on the insurance because the current contract will become paid up, or any amount of less than one monthly payment which cannot be applied to the account or any amount which the bondholder does not wish to apply for insurance purposes will be refunded to the insured.

Veterans Administration Form 9-1625 "Directions for use of Proceeds of Armed Forces Leave Bond" will not be required to accompany a bond when it is assigned to the Veterans Administration.

Bonds will be acceptable for assignment from the insured with a letter containing the following information:

• First, middle and last name.

• Service or file number.

• Certificate or policy number or numbers, if known.

• Permanent mailing address, including postal zone number.

• Amount of bond.

• Bond serial number.

• Bond issue date.

• Purpose or purposes, indicating amounts, for which bond proceeds are to be used. The insured should request the refund of any amount not allocated for insurance purposes.

Reinstatement Deadline Extended Through 31 Dec

The deadline date for the reinstatement of National Service Life Insurance policies without a physical examination has been extended from 1 Aug 1947 through 31 Dec 1947, Circ. Ltr. 148-47 (NDB, 15 August) points out.

In the event that reinstatement involves term insurance, only two months' premiums must be paid—one for the month of grace following the date of the policy's lapse and one for the current month in which the reinstatement is effected.

If the policy is a permanent plan type, applicants must bring to date all back premiums together with accrued interest.

New System Established For Lump-Sum Payment in Lieu of Terminal Leave

Resulting from an amendment to the Armed Forces Leave Act of 1946, terminal leave, as such, was abolished. In lieu of terminal leave, lump-sum settlements will be made upon discharge or on the date of release from active duty.

The change became effective 30 Sept 1947, in accordance with Alnav 194 and a BuPers—BuSandA joint letter of 25 August (NDB, 31 August).

Under the new set-up personnel will be transferred from their duty stations to the appropriate separation activity in time to perform the necessary travel and complete separation processing so as to be released from active duty by the date of eligibility (the date of expiration of enlistment or release from active duty).

The only exceptions to that phase of the new system are those enlisted men who are retained due to disciplinary status, hospitalization or for duty as witnesses, plus those Regular Navy enlisted men who are eligible for early discharge under the provisions of Alnav 197-47.

Personnel who have submitted requests for transfer to the fleet Reserve or the retired list prior to the date they would normally be transferred for separation will be retained pending the receipt of BuPers action.

Commands transferring personnel for separation should allow at least three days in the case of enlisted men and one day in the case of officers for the separation process.

Reserve Officers to Get Short Industrial Course

Beginning in January 1948, Army, Navy and Air Force Reserve officers will have the opportunity to attend a condensed version of the Armed Forces Industrial College course.

Instructors from the college in Washington, D. C., will go into the field to conduct the course.

Instruction will be divided into two phases. The first, given to Reserve officers only, will include a summation of current military matters, providing students with the latest in military concept, planning, organization and regulations.

The second phase of the course, given to reserve officers, industrialists and educators, will consist of instruction in basic problems of economic mobilization.

RACON TELLS PILOT WHERE HE IS

"Racon"—from the words radar and beacon—is the newest in navigational aids to Navy fliers.

A network of 50 Racon stations will comprise a transcontinental radar airway stretching from South Weymouth, Mass., down the East Coast and across the southern states, then up to the West Coast to Seattle, Wash. The system covers routes most frequently used by military aircraft.

Pilots flying at night, in bad weather or under normal conditions will be able to check their exact location by measuring the range and bearing from the nearest station which sends out radar impulses when "interrogated" by the aircraft's radar.

The system supplants the normal radio range which gives the pilot his bearing from the station only when he's directly on the beam. The Racon echo gives the pilot his exact location at any time, subject to the limitations of range which depends upon the plane's altitude and terrain features.

Another advantage the new system has over the presently used radio range is that the pilot will be able to lay out a flight course anywhere within range of the stations. On existent airways, the traffic must pass up and down the same route, leading to congested traffic in bad weather.

Flying at 10,000 or 12,000 feet, a pilot will likely be able to receive a Racon signal from a beacon as far away as 200 miles.

While the Racon airways will be used primarily by military aircraft and a few commercial liners equipped with sufficient radar to record the Racon signals, the new system of aerial navigation will increase in usefulness with the development of radar more suitable to the needs of commercial planes.

The signal from the beacon, coded to identify the station, appears on the plane's radar scope from which the bearing and distance may be read for almost instantaneous navigation.

The radar airway is a joint project between the Navy, Air Force and Coast Guard and all but one of the 22 stations manned by Navy personnel were in operation by the end of October. By the same time, the Coast Guard had begun operations in three of their scheduled 14 stations and the Air Force had commenced to operate two of their 14 stations assigned.

Plans to expand the basic Racon airway along other frequently flown routes are being considered by the Air Force, especially the northwest route from Seattle to Chicago via Great Falls and Minneapolis along with several routes in eastern states.

Assignments for Racon stations were scheduled as follows:

• Navy — South Weymouth, Mass.; Quonset Point, R. I.; Atlantic City, N. J.; Willow Grove, Pa.; Chincoteague, Va.; Patuxent River, Md.; Norfolk, Va.; Cherry Point, N. C.; Atlanta, Ga.; Glynco, Ga.; Jacksonville, Fla.; Miami, Fla.; Key West, Fla.; New Orleans, La.; Corpus Christi, Tex.; Dallas, Tex.; El Centro, Calif.; El Toro, Calif.; Los Alamitos, Calif.; Moffett Field, Calif.; Whidbey Island, Wash.; and Seattle, Wash.

• Coast Guard — Rockaway Point, N. Y.; Elizabeth City, N. C.; Folly Island, S. C.; Edgmont Key, Fla.; Pensacola, Fla.; Point Loma, Calif.; San Luis Obispo, Calif.; Point Sur, Calif.; Farallon Island, Calif.; Point Cabrillo, Calif.; Humboldt Bay, Calif.; Cape Arago, Ore.; Yacquina Head, Ore.; and North Head, Ore.

• Air Force — Pope Field, N. C.; Myrtle Beach, S. C.; Shaw Field, S. C.; Moody Field, Ga.; Eglin Field, Fla.; Maxwell Field, Ala.; Barksdale Field, La.; Ellington Field, Tex.; Fort Worth, Tex.; Kelly Field, Tex.; Goodfellow Field, Tex.; Biggs Field, Tex.; Davis Monthan Field, Ariz.; and Gila Bend, Ariz.

'Hot' Cold Drink Machines Cause Fires, MarCorps Says

Navy maintenance personnel might well heed the warning issued by the Marine Corps in Almar 94-47 of 1 October.

The directive cautioned that defective wiring in soft drink dispensing machines has been determined as the cause of three recent fires at MarCorps stations, and necessary steps should be taken to prevent recurrences.

It was suggested that machines should be:

• Placed in conspicuous locations where they might be observed frequently.

• Cleaned and inspected regularly by the owners.

• Shielded from combustible floors and walls by the installation of asbestos or cement-asbestos sheets with a minimum thickness of one-quarter inch.

Here's Word on Dependents' Housing at Overseas Stations

Sooner or later most Navy and Marine Corps personnel are assigned a tour of duty at an overseas station. Here's the situation regarding dependents' housing in tabulated form, subject to change. Various Navy and Marine Corps regulations govern authority for dependents' travel and allowances, inoculations, passports and other necessary provisions.

	TSINGTAO, CHINA	YOKOSUKA, JAPAN	SUBIC BAY, PHILIPPINE ISLANDS
CLOTHING	Bring ample supply for cold winters and hot summers. None available for purchase locally. Laundry and dry cleaning facilities are available.	Bring ample supply. Climate similar to that of Virginia. Limited supply available for purchase locally at Army Post Exchanges. Laundry and dry cleaning facilities available.	Bring ample supply spring and summer clothing. Very little available for purchase locally and prices exorbitant. Clothing can be tailored locally if patterns and materials are brought. Raincoat very necessary during summer. Laundry facilities available.
QUARTERS AND HOUSEHOLD EFFECTS	No Government quarters available. Privately owned houses available for rent from $30.00 to $350.00 per month. Furniture can be purchased locally at very high prices. Chinese style kitchen stove in each kitchen. Central heating plants rare. Oil, wood and coal stoves used for heating. Fuel may be purchased from Navy commissary. Quarters are not obtainable immediately.	Quarters include both houses and apartments. They are similar to those in United States. Privately owned houses are not available for rent. Limited amount of furniture can be purchased locally, except stoves and ice boxes. Electricity (110 Volts 60 cycles), water, and steam heat and hot water furnished with all quarters. Dependents should bring only items necessary to add beauty and comfort to their homes. Rental allowance taken.	Quonset huts, 2 or 3 bedrooms and one bath. Limited number, Navy and Marine Corps personnel must wait on same list for quarters. Electrical current is 120 Volts 60 cycles. No privately owned houses available for rent. Rental allowance taken.
AUTOMOBILES	Recommended. Repair and spare parts limited.	Expensive, difficult repair.	Recommended. Repair expensive. Roads bad.
FOOD	Commissary privileges. Limited amount of baby food. Some fresh fruits, vegetables and ice may be obtained. No fresh milk available.	Commissary privileges. Baby food, frozen fresh fruits, vegetables and frozen milk may be obtained.	Commissary privileges. Fresh fruits and baby food available in very limited quantities. Only frozen milk available at $0.75 per quart.
SERVANTS	Available for $8.00 to $20.00 per month.	Available. Paid by Japanese Government.	Available. $15.00 to $25.00 per month.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents.
EDUCATION	Elementary and high schools. Cost $15.00 to $20.00 per month per student. Facilities limited. In process of being accredited.	Elementary and high schools. Charge $7.00 per month and up. Schools being conducted by Catholic Nuns.	Opportunities comparable to public schools in U. S.
RELIGION	Churches available both on and off post.	Services conducted regularly.	Catholic and Protestant services.
BANKING	U. S. and Chinese currency used. Rate of exchange fluctuates violently.	Available. U. S. Military certificates used. Rate of exchange 50 yen to $1.00 U. S.	No Banking facilities. U. S. and Philippine currency used. Rate of exchange is 2 Pesos to $1.00 U. S.
RECREATION	All kinds.	All kinds.	Theatres, swimming, tennis, libraries, and clubs.
MISCELLANEOUS	Housing must be certified as assigned before dependents are permitted to come.	Toilet articles available at Post Exchanges. Bring mixers, rugs, luxury items, etc.	Primitive conditions exist outside base. Towns in Subic Bay area completely demolished during war. Rebuilding progressing very slowly.

	HAWAII	MIDWAY ISLAND	KWAJALEIN
CLOTHING	Only summer clothing necessary. Bring raincoats. Clothing can be purchased locally, but is expensive. Laundry and dry cleaning facilities available.	Climate corresponds to that of Southern California. Winter cool but no overcoat needed. Bring raincoat. None can be purchased locally.	Only light summer clothing necessary. None available locally.
QUARTERS AND HOUSEHOLD EFFECTS	Government quarters consisting of houses, apartments, and quonset huts are limited. Housing problem in Hawaiian Islands acute. Hotels crowded and expensive. Privately owned rentals in great demand, are very expensive. Furniture can be purchased locally.	Government quarters temporary and consist of 2 bedrooms and 1 bath. Electricity (110 Volts 60 cycles) and water furnished with quarters. Furniture cannot be purchased locally. Bring own small household items.	All quarters have been built by indiviuals, consist of 2 bedrooms and batb. Electricity (110 Volts 60 cycles), and water, unlimited quantities furnished with quarters. Adequate furniture furnished with quarters, none available for local purchase. Adequate kitchen utensils except electric appliances furnished with quarters.
AUTOMOBILES	Recommended. Repair and spare parts available.	None needed.	Not needed.
FOOD	All kinds available. Prices higher than in the United States.	Fresh fruits and vegetables limited. Fresh milk and special baby food available. Ice may be obtained. Commissary available.	No commissary privileges available present time. Meals can be obtained Officer's and Enlisted men's clubs. No baby food. Limited milk available. Practically all shopping by mail.
SERVANTS	Wages $0.75 per hour to $7.00 per day.	Not available.	Available, $30.00 per month.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents.

	HAWAII	MIDWAY ISLAND	KWAJALEIN
EDUCATION	All kinds available. Schools compare favorably with those in the United States.	Elementary only. Cost $10.00 per month per family with children of school age. One teacher, school not accredited. Compare to U. S.—poor.	Kindergarten, 1st to 5th grades only.
RELIGION	All faiths.	Protestant and Catholic.	Navy chapel.
BANKING	Available. U. S. Currency used.	None available. U. S. Currency used.	None available. U. S. Currency used.
RECREATION	All kinds.	All kinds.	Theatre, library, tennis courts, and clubs.
MISC-ELLANEOUS		Laundry, dry cleaning available. Bring necessities by air, remainder to be shipped. All dependents brought to Midway by air.	Laundry for all but childrens clothes. No dry cleaning available.

	JOHNSTON ISLAND	MARIANAS ISLANDS	ADAK & KODIAK & ATTU, ALASKA
CLOTHING	Only light summer clothing necessary. None available locally. No dry cleaning facilities available.	Recommended bring washable summer clothing. No clothing available for purchase. No dry cleaning.	Climate cold and damp. Warm clothing and boots and rain proof clothing necessary. None available for purchase locally. Some dry cleaning available.
QUARTERS AND HOUSEHOLD EFFECTS	Quonset huts completely furnished, including stoves and electric refrigerator. Electricity (110 Volts 60 cycles), gas and water furnished with quarters.	Quonset huts in limited number. No privately owned houses for rent. No furniture available for purchase locally. Electricity (110 Volts 60 cycles), and water furnished with quarters. Bring electric or kerosene stove, refrigerator, washing machine, linens, kitchen utensils and lamps.	Very temporary in nature and not completely furnished. No privately owned rentals except in Kodiak.
AUTOMOBILES	Not needed.	Recommended. No repair facilities.	Not recommended.
FOOD	Commissary available. Some fresh foods available. Fresh milk, ice and baby food available.	Commissary available. Fresh foods and baby food in limited quantities. Frozen or powdered milk available. Many dependents eat in officer messes.	Fresh food available. Baby foods limited. Fresh milk available every place except Attu, quantities limited however.
SERVANTS	None available.	Limited basis. $0.80 to $1.20 per day.	None available.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents at Adak and Attu. Limited in Kodiak.
EDUCATION	No schools. Calvert system of home study is recommended.	Elementary and high schools operated by Army and Navy available. Curriculum is limited. Small assessment for parents of school children.	Elementary and high schools at Kodiak only. Dutch Harbor has fair elementary school.
RELIGION	Protestant and Catholic.	All faiths.	All faiths.
BANKING	None available. U. S. Currency used.	Available on Guam. U.S. Currency used.	Available in Kodiak only. U. S. Currency used.
RECREATION	Theatre, swimming, tennis, libraries, clubs.	All kinds.	All kinds but limited facilities.
MISC-ELLANEOUS	Post Exchange handles some items needed by dependents. Laundry available.	Laundry fair. No dry cleaning.	Prices high. Replenishment of supplies is slow. Weather extremely bad.

	BERMUDA	ARGENTIA, NEWFOUNDLAND	TRINIDAD, BWI
CLOTHING	Recommended bring washable summer clothing, lightweight top coats, raincoats, and woolen suits or dresses for cool weather, comfortable lowheeled walking shoes. Not necessary bring fur coats and extremely heavy garments. Clothing available locally at prices slightly higher than in the United States.	Medium weight clothes suitable most of year. Raincoat and galoshes essential. Fur lined coat is excellent. Hats impractical due to winds. Snow suits and stout shoes advisable for children, slacks and heavy walking shoes for women. Bring sufficient clothes for needs during stay. Local supplies limited and expensive.	Should be lightweight for tropical climate, Cleaning facilities limited. Bring lightweight woolens for cool evenings. Evening clothes worn occasionally. Bring cloth or plastic raincoat and clothing accessories. Some clothing available local purchase at prices higher than U. S.
QUARTERS AND HOUSEHOLD EFFECTS	Government quarters available limited numbers. Privately owned house available $60.00 to $1,200.00 per month, and are usually completely furnished. Furniture can be purchased locally, but expensive. Electricity 220 Volts, and gas in commercial tanks furnished. Bachelor Officer Quarters available officers and dependents with quarters available. No facilities on base for Enlisted dependents.	Those available are 3 bedroom houses, 2 bedroom quonset huts, and 1 bedroom apartments. Private houses available for rent but seldom completely furnished. Furniture can be purchased St. John's. Electricity 220 Volts AC, 60 cycle, heat, coal and wood, water furnished with quarters. Most privately owned houses use community faucets.	Government quarters limited. Civilian rentals exorbitant. Government quarters include 2 bedrooms, 1 bath, Government quarters furnished with stoves, refrigerators, beds, and basic furniture. Suggested you bring sewing machine, radio, vases, lamps, rugs, electrical appliances. Electrical current 110-220 Volts, 60 cycle.
AUTOMOBILES	Do nnt bring. Transportatinn includes motor bikes (not motor cycles), bus or boat. Small cars only, authorized by law.	Recommended. Repair and spare parts available.	Recommended.
FOOD	Commissary. Fresh foods limited. No fresh milk. Food purchased locally is expensive.	All kinds available. Baby food in limited quantities. Milk is frozen homogenized. Some articles very expensive.	Commissary store available. No fresh milk, mechanically processed milk prepared on station. Most baby foods at commissary. Bring baby items such as diapers and nipples.
SERVANTS	Available. $10.00 to $14.00 per week.	Available. $25.00 to $30.00 per month plus room and board.	Available. Wages approximately $1.00 per day.

	BERMUDA	ARGENTIA, NEWFOUNDLAND	TRINIDAD, BWI
MEDICAL CARE	Adequate for dependents.	Adequate for dependents.	Adequate for dependents.
EDUCATION	Elementary and High schools available $50.00 to $75.00 per year. Compare favorably with those in United States.	To 8th grade in post school. Cost $6.00 per month 1 child, $1.00 each additional child. High Schools and Colleges in St. John's—Fair.	Limited but adequate schooling grades 1 through 8 controlled by Navy. Calvert system used. Supportedby assestments $5.00 to $10.00 per month. Grades 9 through 12 local only. Parocbial schools best.
RELIGION	All faiths.	Protestant and Catholic on post.	All faiths.
BANKING	Available. Pound sterling used. $4.04 pound rate.	Available. U. S. Currency used.	Available. BWI Currency used. Rate $1.00 U. S. to $1.1850 BWI.
RECREATION	All kinds. Cycling very popular.	All kinds.	All kinds available.
MISC-ELLANEOUS	Toilet articles at Post Exchange. Laundry and dry cleaning facilities are available.	Fishing, sled riding, and ice skating are popular sports.	

	BALBOA, CANAL ZONE	GUANTANMO BAY, CUBA	PUERTO RICO
CLOTHING	Recommended that ample supply clothing be brought to last extended period. Summer clothing and lightweight coat recommended.	Cotton and washable rayons recommended for everyday wear for entire year, lightweight woolen dresses and suits needed for cool evenings. Cleaning facilities extremely limited. Evening clothes optional. Very little clothing available for purchase locally.	Cotton and washable rayons recommended for everyday wear for entire year. Lightweight woolen dresses and suits needed for cool evenings. Cleaning facilities limited and poor. Evening clothes needed occasionally. Some clothing available for purchase locally but expensive.
QUARTERS AND HOUSEHOLD EFFECTS	Quarters available. Some are in low cost housing projects. Furniture and household equipment can be purchased locally. Do not bring expensive furniture as climate deteriorates it. Bring kitchen utensils and linens. Electrical current is 25 cycle. Household effects usually arrive 3 to 6 months after dependents.	Officers; 3 bedrooms, 2 baths, combination living and dining room, kitchen and service room. Garage with servants quarters 2nd floor. Enlisted; 2 bedrooms, 1 bath, combination living room and dining room, kitchen and service room. All quarters have necessary furniture including ice box and stove. Recommend bring washing machine. Essential bring mattresses, pillows, linen, light blankets, kitchen utensils, electric iron. Quartermaster can supply essentials temporarily.	Government and Civilian quarters both limited at San Juan. Government quarters furnished with stoves, refrigerators, beds and other necessities. Some other quarters have stove and refrigerator only, however Government furniture can be rented. Essential bring linen, silverware, china, kitchen utensils, blankets, lamps and throw rugs. Electrical current 120 Volts and 60 cycle. Over-stuffed furniture deteriorates rapidly in this climate. Quarters Roosevelt Roads plentiful and include 2 bedrooms and 1 shower bath each.
AUTOMOBILES	Recommended. Repair and spare parts available.	Recommended. Should be in excellent condition.	Recommended. Repair and spare parts available.
FOOD	All kinds available.	Basic plain foods available at commissary. Baby foods limited. Bring minimum supply with you. No acceptable fresh milk available. Bring seasonings and spices.	All types available including baby foods, however bring 2 months supply baby food with you. Fresh milk limited. Bring baby diapers and bottles etc.
SERVANTS	Some available. $50.00 per month.	Available. Maximum wage $35.00 per month.	Available. $4.00 to $9.00 per week.
MEDICAL CARE	Adequate for dependents.	Adequate for dependents except dental.	Adequate for dependents.
EDUCATION	All kinds available. The schools compare favorably with those in the United States.	Schools accredited. Cost elementary school not over $5.00 per month. Kindergarten and high schools costs $5.00 per month.	Public schools overcrowded, no tuition. Class 1 through 6 conducted in Spanish. 7 through 12 in English. Private Schools available, all classes in English.
RELIGION	All faiths.	All faiths.	All faiths.
BANKING	Available. U. S. Currency used.	No banking facilities. U. S. Currency used.	Available. U. S. Currency used.
RECREATION	All kinds.	All kinds.	All kinds.
MISC-ELLANEOUS	Storage space limited. Do not bring unnecessary items.	Small household essentials available at commissary.	Local conditions San Juan and Roosevelt Roads are much the same.

Agreement to Reenlist Provisions Modified

Modifications to provisions of agreement to reenlist have been announced by BuPers in BuPers Cir. Ltr. 180-47 (NDB, 30 September).

Since agreements to reenlist will no longer be accepted for the purpose of acquiring obligated service in order to be eligible for certain duty assignment, BuPers announces that any man who executes on form NavPers 604 an agreement to extend or reextend his enlistment for any authorized period shall be given the option of having the extension placed in effect on the date following that of expiration of enlistment, or of reenlisting on the date the extension would otherwise become effective, for any authorized enlistment period provided it is not less than the term of the extension agreement.

The circular letter also states that the agreement to extend enlistment of a man who fails to be selected for advanced fire control or fire control technician courses shall be cancelled if it was executed for the purpose of meeting service requirements for entry into such schools.

However, if the extension has already become effective the agreement to extend may not be cancelled, although the man may have failed to be selected for the school. This will not prevent his executing another extension agreement if he so desires.

BOOKS: MERRY HOLIDAY BOOKS ON WAY TO LIBRARIES

CHRISTMAS TIME is here, and everybody should be merry and happy. So—taking a cue from the Yuletide spirit—BuPers book-reviewers have been reading some very merry books which are on their way to ship and station libraries. A few thought-provoking volumes are intermingled to remind us that life is serious business in today's world.

To wit . . .

• ***Lo Former Egyptian*** by H. Allen Smith; Doubleday.

Ever thought about going back to the old stomping grounds of childhood to see what's cooking? If you're like most people the thought probably has entered your mind, but that will be as close as you will ever come to revisiting the scenes of your childhood days.

However, Mr. Smith, husband and father, wit and writer, did return to the springboard of his life. What he experienced in his native town, Egypt, Illinois, he put down on paper, and mailed to his publisher. The result is a literary goulash filled with hearty laughs and sly smiles.

The author admits that he did not originate the idea of going back to his childhood scenes. The idea was taken from a fat book, *A Hoosier Holiday,* by Theodore Dreiser, in which Dreiser told about his automobile trip from New York to Indiana.

Deviating from Dreiser's itinerary, Mr. Smith fails miserably in making his jaunt into the Egypt (Illinois) territory a successful trip. He fails to obtain a shave in a certain barber shop like Dreiser did, because he doesn't have an "aperntment." He finds that people don't know how to make banana-splits the way he likes them, and that they have not only forgotten him but never heard his name before.

Not only that, but to his chagrin Mr. Smith discovers that he doesn't know for sure whether his name is H. Allen Smith, Henry Arthur Smith or Harry Allen Smith. Seems like his mother and grandmother were a' feudin' about the time he was to be blessed with a name. Somebody did somebody dirt (Mr. Smith suspects his stubborn grandmother), and with the courthouse having since burned down, the author fails to find proof to clarify which Smith he really is.

Lo Former Egyptian is like the author's previous books, *Low Man on a Totem Pole, Life in a Putty Knife Factory, Lost in the Horse Latitudes,* and *Rhubarb:* Very funny.

• ***Bar Nothing Ranch,*** by Rosemary Taylor; Whittlesey House.

Life on a dude ranch is fun—even for the people who work there. Anyway, that's what Noelke Webb, proprietress extraordinary of "76 Cattle and Dude Ranch" thinks.

Noelke, who married W. T. Webb, a bald and rugged ranch-owner, was a "hoofer" in a traveling musical comedy show. Friends of Noelke didn't think the marriage would last, and they deplored the idea that cows should be the only living creatures to look at her legs.

They were fooled, however, since Noelke and W. T. made the marriage a harmonious success. And the cows were not the only living creatures who looked at Noelke's admirable legs.

W. T. and his wife had some tough years and lost the ranch. He tried his luck at selling Bonita cold cream, but his looks had little or no selling appeal.

On Noelke's advice they went back to Arizona, where they found the bank tired of running the ranch. W. T. and wife were welcomed back with open arms and returned to their former happy home.

Noelke got things back in swing by charging W. T.'s hunting friends five dollars per day for room and board. This was the beginning of prosperity and return of ownership of "76 Cattle and Dude Ranch."

From all over the country came the dudes—nice people and some not so nice; proper ones and scandalous ones; merry ones and sad ones. Each one contributed to the spirit of the ranch, and to each Noelke brought her own rich capacity for fun and friendship.

Bar Nothing Ranch is full of the same kind of chuckles that sent Rosemary Taylor's other two books, *Chicken Every Sunday* and *Ridin' The Rainbow* high on the best-seller lists.

• ***Wrap it as a Gift,*** by Ralf Kircher, with illustrations by Gluyas Williams; Rinehart & Co.

This book is for married men. It proves that domesticity can be funny.

This book is also for bachelors. It's a wonderful prep book for those who are planning not to live alone.

Mr. Kircher has put down on paper all the inconveniences, all the annoying features of being a father and breadwinner. Gluyas Williams' drawings adds humor.

Let Mr. Kircher remind you about the embarrassment and torture that goes with buying unmentionables for the little woman. Or when shopping in the grocery store: How stupid can a man get? And children! Who but lovable children would want a drink of water all night long?

• ***The United States and Russia,*** by Vera Micheles Dean; Harvard University Press.

Why do Russia's Andrei Vishinsky and Andrei Gromyko speak as they do to the United Nations, and what does it mean to the United States?

Mrs. Dean, a well-known student of Russia and Research Director and Editor of Russian Affairs for the Foreign Policy Association, has written a comprehensive book about the all-important problem of the United States and Russia.

Mrs. Dean views Russia not in the light of what we think it should be, but of what it is—a result of the historic forces that have molded its development. She appraises American policy in terms of what is actually possible rather than in terms of what might be ideally desirable, and shows that the two great powers have an opportunity, each in its own way and within the framework of its own experience, to contribute constructively to the shaping of the post-war world.

• ***The Battle of the Atlantic 1939-1943,*** by Samuel Eliot Morison; Atlantic Monthly Press.

This is Volume I of the *History of United States Naval Operations in World War II.* (Volume II, *Operations in North African Waters,* has already been published).

It deals with the defense of our own shores and ships. It describes the gradual emergence of the Navy from the neutrality patrol and Western Hemisphere defense through the "short-of-war" phases to full-fledged war with Germany and Italy.

Much of it is devoted to the history of transAtlantic and coastal convoys, and to the war on U-boats. There are chapters on the role of air power in shipping protection, on the help that civilian scientists gave, and on auxiliary efforts such as the Coastal Picket Patrol by sailing yachts, the mystery ships, and the Civil Air Patrol.

DECORATIONS & CITATIONS

DE ANZIO SUPPORT COMMENDED

USS *F. C. Davis* (DE 136) has been awarded the Navy Unit Commendation for outstanding heroism in support of military operations during the Anzio campaign from 22 Jan to 23 Feb 1944.

Manned by a superbly-trained fighting crew, *Davis* defended vital Allied shipping concentrated off Anzio, fighting with fury in the face of repeated enemy aerial attack and the destructive power of guided missiles, to shoot down many aircraft and to assist in the destruction of countless others.

Pioneering in the field of electronics warfare, she consistently intercepted enemy radio messages to supply ample warning of impending air strikes before the enemy craft were airborne. The vessel also rendered outstanding service to her task force in jamming a great majority of the radio-controlled enemy bombs directed at the ship-packed anchorage, thereby preventing incalculable damage and casualties to our shipping and men.

Her distinctive record of achievement under the most hazardous and trying conditions was a contributing factor in the maintaining of this bridgehead on the European continent.

LCDR Reginald C. Robbins Jr., USNR, was CO of *Davis* during the period covered by the commendation.



Gold star in lieu of third award:

★ GALLAHER, Antone R., CDR, USN, Newport, R. I.: As CO, CDR Gallaher directed USS *Bang* during her third war patrol in Japanese waters, from 27 Aug to 29 Sept 1944. Successfully penetrating escort screens maintained around large enemy convoys, he launched torpedo attacks which resulted in sinking two enemy tankers and three freighters and damaging two additional freighters. Evading severe enemy countermeasures, he brought his ship to port undamaged.



CDR Beyer



CDR Fluckey



CDR Gallagher



LTJG Goodwin

Gold star in lieu of second award:

★ FLUCKEY, Eugene B., CDR, USN, Annapolis, Md.: As CO of USS *Barb,* CDR Fluckey participated in the ninth war patrol of that vessel in Japanese waters, from 4 Aug to 3 Oct 1944. He launched torpedo attacks against Japanese shipping and combatant units to sink a tanker, two freighters and an aircraft carrier, and to damage a tanker. Effecting the rescue of 14 British and Australian prisoners of war who were survivors of a torpedoed enemy transport, he provided care and treatment for the wounded. Although heavy enemy counterattacks caused minor damage to his ship, he employed evasive tactics and returned to port without further damage.

★ GREER, Richard D. Jr., LT, USNR, Garden City, N. Y.: As pilot of a plane in TorpBomRon 19, attached to USS *Lexington,* LT. Greer flew in action against the Japanese at Manila Bay, Luzon, Philippine Islands, 5 Nov 1944. Participating in a bold aerial strike against a heavy Japanese cruiser, he pressed home an attack at extremely close range and, despite intense antiaircraft fire, scored a direct hit on the enemy ship.

First award:

★ BEYER, Aaron F. Jr., CDR (then LCDR), USNR, State College, Pa.: As CO of USS *Raymond,* CDR Beyer fought his ship against units of the Japanese fleet in the Battle off Samar Island, 29 Oct 1944. When a formidable column of Japanese battleships, cruisers and destroyers attacked one small task unit of escort carriers, he closed on the enemy disposition and, skillfully maneuvering his ship to avoid enemy fire, launched a short-range torpedo attack, thereby diverting the fire from the defenseless carriers to his own ship.

★ COOPER, Joshua W., CAPT (then CDR), USN, Watertown, Mass.: As CO of USS *Bannion,* CAPT Cooper fought his ship in action against the Japanese in the Battle of Surigao Strait, 25 Oct 1944. Participating in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through enemy gunfire to launch an attack and succeeded in retiring without damage to his vessel.

★ GOODWIN, Harry A., LTJG, USNR, Manchester, N. H.: As pilot of a bomber in TorpRon 15, attached to USS *Essex,* LTJG Goodwin flew in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. Despite intense and accurate antiaircraft fire, he pressed home a glide-bombing attack to score a direct hit on an enemy carrier, contributing to its sinking.

★ GREENWELL, Jack, LTJG, USNR, Wynnewood, Pa.: As pilot of a dive-bomber in BomRon 9, attached to USS *Yorktown,* LTJG Greenwell flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense antiaircraft fire and a low cloud cover which obscured the target, he car-

Exhibit Displays Model Of Memorial Fountain

A model of a memorial fountain to Navy dead of World War II, together with plaster busts of eight admirals of the war, was unveiled in the gallery of Grand Central Terminal, New York, N. Y., during Navy Week. The exhibit was sponsored by the Navy League of New York and the models are the work of a former Navy artist, Thomas T. K. Frelinghuysen, USNR.

The eight admirals shown are: Ernest J. King, Chester W. Nimitz, Raymond A. Spruance, William A. Halsey, Richmond Kelly Turner, Aubrey Fitch, the late John S. McCain, and the late Marc A. Mitscher. The models were placed on permanent exhibit in the museum of the U.S. Naval Academy, Annapolis, Md., following Navy Week.

ried out a glidebombing attack against major Japanese units including a battleship, cruiser, and screening destroyers, scoring direct hits on the fantail of the cruiser and contributing to its sinking.

★ HABECKER, Frederick S., CAPT (then CDR), USN, Coronado, Calif.: As CO of USS *Richard P. Leary,* CAPT Habecker participated in action against the Japanese in the Battle of Surigao Strait, 25 Oct 1944. Participating in a night torpedo attack against an advancing column of battleships, cruisers and destroyers, he directed his ship through intense and prolonged enemy fire to launch a well executed attack and succeeded in retiring without damage to his vessel.

★ HIGH, Paul L., CAPT (then CDR), USN, Falls Church, Va.: As CO of USS *Bryant,* CAPT High participated in action against the Japanese in the Battle of Surigao Strait on 25 Oct 1944. Participating in a night torpedo attack against an advancing column of battleships, cruisers and destroyers, CAPT High directed his ship through intense enemy fire to launch his attack and then to retire without damage to his vessel.

★ HODGEN, Raymond L., LCDR (then LT), USNR, Wastby, Wis.: As pilot of torpedo plane in CompRon 75, attached to USS *Ommaney Bay,* LCDR Hogden flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. Leading his group in an attack against a heavy cruiser, he braved an intense barrage in order to divert enemy fire from his own task unit. Following up with a torpedo attack in the face of fire from Japanese capital ships and destroyers, he scored a hit and sank an enemy cruiser.

★ JOHNSON, Dwight E., CDR (then LCDR), USN, Annapolis, Md.: As CO of USS *Miller,* CDR Johnson fought his ship in action against the Japanese off the southern coast of Honshu, Japan, on 19 Mar 1945. When an aircraft carrier was set afire by enemy action, he maneuvered his destroyer alongside the carrier and, despite intense smoke and grave danger from explosions, rescued the commander of his task group and several key personnel trapped on the flag bridge, transporting them to another carrier. He returned to the stricken vessel and repeatedly placed his ship alongside her to remove personnel and fight fires.

★ LEGG, James C., LCDR (then LT), USN, Vallejo, Calif.: As CO of USS *Vireo* while the vessel was engaged in salvaging USS *Yorktown,* from 5 to 7 June 1942, LCDR Legg showed both initiative and courage. Immediately proceeding through submarine-infested waters, he sent a working party on board the crippled *Yorktown* to connect a tow wire and, working untiringly for a 24-hour period in a desperate attempt to tow her away from the perilous area, expeditiously ordered the tow wire cut when a vessel to the starboard of the *Yorktown* was hit by an enemy torpedo and sunk. He went to the aid of the survivors of the stricken ship, effected their rescue, and brought the *Vireo* alongside the heavily listing *Yorktown* to evacuate the CO and other personnel still on board.



LT Greer



CAPT High



LT MacKenzie



LTJG Miller

★ LUDWIG, David W., LTJG, USNR, Texarkana, Tex.: As pilot of a bomber fighter plane in BomFitRon 6, attached to USS *Hancock,* LTJG Ludwig flew his plane in action against the Japanese at Kure Harbor, Japan, 24 July 1945. He made a bombing run on an enemy battleship, despite intense antiaircraft fire, and scored a direct hit with a 1,000-pound bomb, thereby contributing considerably to the sinking of the vessel.

★ MACKENZIE, Burt C., LT (then LTJG), USNR, Greensboro, N. C.: As pilot in AirGroup 1, attached to USS *Yorktown,* LT MacKenzie flew in action against the Japanese in the First Battle of the Philippine Sea, 20 June 1944. Flying at extreme range from base to participate in a strike against an enemy carrier, he fought his plane against intercepting aircraft and, going in low, launched a divebombing attack which resulted in the scoring of three direct and two probable hits on the ship. With his fuel nearly exhausted, he succeeded in making a safe carrier landing under the most hazardous conditions.

★ MILLER, James B., LTJG (then ENS), USNR, Dayton, Ohio: As pilot of a fighter plane in BomFitRon 16, attached to USS *Randolph,* LTJG Miller fought his plane in action against the Japanese at Honshu, Japan, on 24 July 1945. Participating in a daring strike against major units of the enemy fleet at Kure Naval Base, he carried out a divebombing attack against an enemy battleship in the face of an intense barrage of enemy fire, scoring a direct hit on the vessel.

★ MORTON, William B., LCDR (then LT), USN, Charleston, W. Va.: As pilot of a torpedo plane in CompRon 31, attached to USS *Natoma Bay,* LCDR Morton fought in action against the Japanese in the Battle off Samar, 25 Oct 1944. When our carrier forces were under attack by major units of the Japanese fleet, he led an attack of unescorted torpedo planes against heavy and light enemy cruisers shelling a group of our escort carriers at short range. Although the antiaircraft fire was heavy, he contributed materially to the attack, which resulted in the infliction of serious damage by three probable torpedo hits.

★ NELSON, Lucas J., LT (then LTJG), USNR, Corbin, Ky.: As pilot of a plane in Air Group 1, attached to USS *Yorktown,* LT Nelson flew in action against the Japanese during the First Battle of the Philippine Sea, on 20 June 1944. Flying at extreme range to participate in a strike on an enemy carrier, he fought his plane against enemy intercepting aircraft and, going in low despite the heavy fire, launched a divebombing attack which re-



CDR Johnson



LTJG Ludwig



LCDR Morton



LT Nelson



LT Potter



LCDR Schwarzwalder



LTJG Shelton



LTJG Smith

★ DECORATIONS

Navy Cross (Cont.)

sulted in the scoring of three direct and two probable hits on the enemy carrier. With his fuel exhausted he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer.

★ POTTER, Charles S., LT, USNR, New York City: While participating in the amphibious invasion of Normandy on 6 June 1944, LT Potter cordinated beach activities under intense enemy shell fire. Conspicuously gallant after he was wounded, he refused hospitalization and, although all personnel had been ordered to take cover, exposed himself in order to direct incoming assault waves to successful landings.

★ PRATT, Richard R., CDR, USN, Newport, R. I.: As CO of USS *Hudson,* CDR Pratt participated in action in the vicinity of Okinawa on 4 May 1945. When a nearby friendly escort carrier was set afire by a Japanese suicide plane, causing numerous explosions, intense heat and suffocating smoke, he placed his ship alongside the maneuvering and blazing vessel. Despite fires on his own ship when a jettisoned plane ignited among the depth charges, he continued to assist the flaming carrier and contributed materially to extinguishing the flames and saving the stricken ship.

★ ROBBINS, Berton A. Jr., CDR, USN, Los Angeles, Calif.: As CO of USS *Leutze,* CDR Robbins participated in action against the Japanese in the Battle of Surigao Strait, on 25 Oct 1944. Participating in a night torpedo attack against an advancing column of enemy battleships, cruisers and destroyers, he directed his ship through intense and prolonged enemy fire to launch a well-executed attack and succeeded in retiring without damage to his vessel.

★ SCHWARZWALDER, Alan E., LCDR (then LT), USNR, Columbus, Ohio: As pilot of a torpedo plane, attached to USS *Petrof Bay,* LCDR Schwarzwalder flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. Participating in a 15-plane torpedo strike carried on without the aid of divebombers or surface craft support, he attacked a large enemy task force in the face of an intense barrage from antiaircraft and main batteries. Despite the knowledge that his fuel supply was insufficient to carry him safely back to base, he succedeed in inflicting damage on the enemy ships, thereby contributing to the retreat of the enemy.

★ SHELTON, Dale E., LTJG, USNR, Olathe, Kan.: As pilot of a divebomber in BomRon 10, attached to USS *Intrepid,* LTJG Shelton flew in action in the East China Sea on 7 Apr 1945. Participating in a strike against units of the Japanese fleet during adverse weather conditions, he pressed home his attack on a Japanese battleship despite antiaircraft fire, scoring a direct hit on the vessel and contributing to its subsequent sinking.

★ SMITH, Ralph A., LTJG, USNR, Salina, Kan.: As pilot of a bomber fighter plane in BomRon 6, attached to USS *Hancock,* LTJG Smith flew during a strike against the Japanese at Kure Harbor, Japan, 28 July 1945. He made a bombing run on an enemy battleship in spite of the antiaircraft fire from enemy ship and shore batteries, and scored a direct hit with a 1,000-pound bomb, thereby contributing materially to the sinking of the vessel.

★ TACY, Richard F., LT, USNR, Knoxville, Tenn.: As pilot of a torpedo plane, attached to USS *Petrof Bay,* LT Tacy flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. Participating in a 15-plane torpedo strike carried out without the aid of divebomber or surface craft support, he attacked a large task force in the face of intense fire. Even though he knew that his fuel supply wouldn't carry him safely back to base, he succeeded in inflicting considerable damage on the warships, contributing to their retreat.



LT Tacy



LT Taylor

★ TAYLOR, Theron J., LT (then LTJG), USN, Cheyenne, Wyo.: As pilot and section leader in Air Group 2, attached to USS *Hornet,* LT Taylor flew in action against the Japanese forces in the First Battle of the Philippine Sea on 20 June 1944. Undaunted by enemy fire while leading his section in a strike against major units of the Japanese fleet, he carried out an attack and scored a direct hit to assist in the destruction of a large destroyer.



Gold star in lieu of second award:

★ BRUCE, Murphy, CAPT, MC, USNR, Englewood, N. J.: CO, 3dMarDiv hospital, Solomon Islands, 7 and 8 Nov 1943.

★ GILLETTE, Robert C., LCDR, USN, Chicago, Ill.: Assistant approach officer, USS *Lapon,* sixth war patrol Japanese waters, 4 Sept to 31 Oct 1944.

★ PLEETMAN, Ralph F., LT, USNR, Cincinnati, Ohio: Assistant approach officer, USS *Sea Devil,* third war patrol, Japanese waters, 7 Feb to 20 Apr 1945.

★ SEMMES, James L., CDR (then LCDR), USN, Memphis, Tenn.: CO, USS *Frankford,* Bay of the Seine, France, 6 June 1944.

First award:

★ BERENS, Arthur J., LTJG (then ENS), USNR, Clarks Summit, Pa.: Member of UDT 4, Okinawa, 27 Mar to 1 Apr 1945.

★ BERGER, David, LCDR, USNR, Philadelphia, Pa.: Assistant air officer, USS *Franklin,* near Kobe, Japan, 19 Mar 1945.

★ BOWE, Richard E., LTJG, USN, Chicago, Ill.: Torpedo data computer, USS *Crevalle,* seventh war patrol, Japanese waters, 27 May to 5 July 1945.

★ BRADY, Garvis S., LTJG (then ENS), USNR, Canton, Ohio: Executive officer, PT 525, San Juanico, Philippine Islands, 27 Oct 1944.

★ BREEN, James J., LTJG (then ENS), USNR, San Francisco, Calif.: Member, UDT, bombardment and assault of a Japanese-held island, 17 to 21 July, 1944.

★ CHAPIN, William A., LTJG (then ENS), USNR, Winfred, S. D.: Torpedo data computer operator, USS *Spearfish,* 10th war patrol, Japanese waters, 17 Jan to 29 Feb 1944.

★ COMBS, Walter V. Jr., CDR, USN, Port Townsend, Wash.: CO, USS *Harrison,* Okinawa, 6 Apr 1945.

★ DICKINSON, Robert W., LCDR (then LT), USN, Oakland, Calif.: Torpedo officer, USS *Bang,* Japanese waters, 25 Oct to 5 Dec 1944.

★ DOWNES, Arthur M. Jr., LCDR, USNR,

Award Authority Ends 1 Jan 1948

The delegated authority of certain commands to award the Navy Cross, Legion of Merit, Silver Star Medal, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Air Medal, Purple Heart, and Letter of Commendation with ribbon, will be cancelled 1 Jan 1948, it was announced by Alnav 176-47 (NDB, 31 August).

After that date, all recommendations for these awards will be submitted to the Secretary of the Navy via the chain of command. SecNav will continue to refer certain cases to appropriate agencies for comment and recommendation and, in some instances, will direct former delegated authorities to issue Letters of Commendation with ribbons.

Commands now holding delegated authority to award these medals were urged by the Alnav to make every effort to complete before 1 Jan 1948 all cases now pending.

Canton, Ohio: Member, UDT, bombardment and assault of a Japanese-held island, Pacific area.

★ FLETCHER, John E., LT (then LTJG), USNR, Los Angeles, Calif.: Boat group commander, attack transport, landings of assault battalions on Tarawa, Roi Namur, Saipan, Guam, 20 Nov 1943 to 1 Aug 1944.

★ FOWLER, Richard E. Jr., LT (then ENS), USNR, Houston, Tex.: Pilot, attached to USS *Essex,* First Battle of the Philippine Sea, 19 June 1944.

★ FLOOD, John A., LT, USNR, New Hope, Pa.: Heroic action while attached to USS *Enterprise,* against Japanese forces, 20 Mar 1945.

★ GAMMON, Joe L., LT, USN, Tuscumbia, Ala.: Assistant approach officer, USS *Balao,* eighth war patrol, East China Sea, 27 Feb to 8 Apr 1945.

★ GRAHAM, Horace R. Jr., LTJG (then ENS), USNR, Uniontown, Pa.: Pilot, dive bomber, BomRon 10, USS *Intrepid,* East China Sea, 7 Apr 1945.

★ HAMILTON, Richard A., LT (then LTJG), USNR, Rugby, N. D.: Third officer, PT 493, while vessel was in a sinking condition, Battle of Surigao Strait, 5 Oct 1944.

★ HARMS, Harold B., LTJG (then ENS), USNR, Alton, Ill.: Pilot of a torpedo bomber, CompRon 27, USS *Savo Island,* Battle for Leyte Gulf, 25 Oct 1944.

★ HILLER, Fred J., LT, USNR, Memphis, Tenn.: Battery officer, USS *Petrof Bay,* Battle for Leyte Gulf, 25 Oct 1944.

★ HODELL, Raymond W., LT (then LTJG), USNR, Stephens Point, Wis.: Salvage officer, amphibious invasion of Japanese-held island, 20 to 24 Nov 1943.

★ HORNER, Stephan, LTJG (then ENS), USNR, Newark, N. J.: Member, UDT 19, Okinawa, 27 Mar to 1 Apr 1945.

★ JOHNSON, Marvin M., LT (then ENS), USNR, Chicago, Ill.: Salvage boat officer, attack transport, amphibious invasion of Tarawa, 20 to 24 Nov 1943.

★ JOYCE, Gerald P., CDR (then LCDR), USN, South Boston, Mass.: CO, USS *Charrette,* Japanese waters, 13 to 17 Oct 1944.

★ KELLY, James L., LT (then LTJG), USNR, Peoria, Ill.: Flight deck officer and plane despatcher, USS *Petrof Bay,* Battle off Samar, 25 Oct 1944.

★ MARTIN, Donald E., LTJG (then ENS), USNR, Berthoud, Colo.: Radar officer, USS *Spadefish,* second war patrol, Japanese waters, 23 Oct to 12 Dec 1944.

★ McNAMARA, Delbert H., LCDR, MC, USNR, Santa Barbara, Calif.: Division medical supply officer and division evacuation officer, 3dMarDiv hospital, Guam, 26 July 1944.

★ MONTAPERT, John R., LTJG, USNR, Los Angeles, Calif.: Pilot of a fighter plane, FitRon 44, USS *Langley,* Battle for Leyte Gulf, 24 Oct 1944.

★ MYERS, Roger L., LTJG (then ENS), USNR, Martinsburg, W. Va.: Pilot of a dive bomber, BomRon 10, USS *Intrepid,* East China Sea, 7 Apr 1945.

★ NICHOLS, Keith G., LCDR (then LT), USNR, Covins, Calif.: Target bearing transmitter and communications officer of a submarine, war patrol in Japanese waters of the Pacific.

★ PALMER, Wayne, LTJG, USNR, New Castle, Tex.: Member, UDT 17, Okinawa, 27 Mar to 1 Apr 1945.

★ REED, Kelly B., LT, USNR, Oklahoma City, Okla.: Torpedo data computer operator, USS *Sea Dog,* fourth war patrol, Japan Sea, 27 May to 5 July 1945

★ SAUNDERS, Richard H., LCDR (then LT), USNR, San Francisco, Calif.: CO, USS *LSM(R)* 190, Okinawa, 4 May 1945.

★ SCHNABLE, Lester J., CHCARP, USN, St. Louis, Mo.: Heroic action on board USS *Houston,* Formosa, 14 Oct 1944.

★ SCHWAB, Ernest L. Jr., LT, USN, *New* London, Conn.: Assistant approach officer, navigator, executive officer, USS *Darter,* fourth war patrol, Japanese waters, 1 Sept to 24 Oct 1944.

★ SHEAR, Harold E., LCDR (then LT), USN, Portland, Me.: Diving officer, USS *Sawfish,* eighth war patrol, Japanese waters, 9 Sept to 8 Nov 1944.

★ WULZEN, Don W., CDR, USN, *Los* Angeles, Calif.: CO, USS *Porterfield,* Japanese home waters, 10 Feb to 4 Mar 1945.

★ SINCOX, Edwin C., LTJG (then ENS), USNR, Tama, Iowa: Pilot of a dive bomber, BomRon 10, USS *Intrepid,* East China Sea, 7 Apr 1945.

★ SMITH, Daniel F. Jr., CDR, USN, New York City: CO Air Group 20, USS *Lexington,* South China Sea, 12 Jan 1943.

★ SNIDER, Lewis L., CDR (then LCDR), USN, Faulkton, S. D.: CO, USS *Selfridge,* TF 58, First Battle of the Philippine Sea, 19-20 June 1944.

★ SNOWDEN, Ernest M., CDR, USN, Beaufort, N. C.: CO, Air Group 16, USS *Lexington,* Marianas Islands, 11 to 25 June 1944.

★ SWANSON, Chandler W., CDR (then CLDR), USN, Montclair, N. J.: CO, TorpRon 84, USS *Bunker Hill,* Tokyo area of Japan, 16 and 17 Feb 1945.

★ WHITE, Bill J., LT (then LTJG), USNR, Earle, Ark.: Engineering officer, USS *Franklin,* Kobe, Japan, 19 Mar 1945.

★ WHITE, Homer O. Jr., LT, USNR, Richmond, Va.: CO, USS *LCS(L)* 16, Okinawa, 4 May 1945.

★ WILLIAMS, Herbert L., LTJG (then ENS), USNR, Virginia Beach, Va.: Pilot, torpedo plane, CompRon 75, USS *Ommaney Bay,* Battle off Samar, 25 Oct 1944.

★ WILLIAMSON, Harold E., LCDR (then LT), USN, Darwood, Md.: Diving officer, USS *Snapper,* eighth war patrol, Japanese waters, 19 Oct to 14 Dec 1943.

★ WOOD, Jack R., LTJG (then ENS), USNR, Farmersburg, Ind.: Heroic action as member, UDT, bombardment and assault, Pacific island, 17 to 21 July 1944.

★ WOOD, Perry S., LTJG, USNR, Berkely, Calif.: Communications officer, USS *Spadefish,* second war patrol, Japanese waters, 23 Oct to 12 Dec 1944.

QUIZ ANSWERS

Answers to Quiz on Page 43

1. **(b) It is the tail of the famous PBY-3, Catalina.**
2. **(a) It was called Dumbo, the flying elephant.**
3. **(a) It is a carpenter stopper.**
4. **(c) It will stand fast until the cat is released.**
5. **(a) He is working on an air plot table.**
6. **(b) He is plotting the course of planes.**



Gold Star in lieu of third award:

★ LOOMIS, Donald W., CAPT, USN, Deer Park, Md.: Commander of a transport group in the assault and capture of an enemy-held island in the Pacific, 15 to 24 June 1944.

★ SORENSEN, Thor C., CAPT, USNR, Tuckahoe, N. Y.: CO, USS *Lyons,* prior to and during invasion of southern France, 15 Aug 1944.

Gold star in lieu of second award:

★ DAVIS, Ransom K., CAPT, USN, Arlington, Va.: Chief of staff, naval task force command, prior to and during invasion of southern France, August 1944.

★ LITCH, Ernest W., RADM (then CAPT), USN, Jacksonville, Fla.: CO, USS *Lexington,* Mindoro, Formosa and Luzon, 30 Nov 1944 to 25 Jan 1945.

★ OLDENDORF, Jesse B., VADM, USN, Downey, Calif.: Commander, fire support



Navy News, Guam

"I should have known when they mentioned tin can duty."

★ DECORATIONS

Legion of Merit (Cont.)

group, Peleliu and Angaur islands, 12 to 30 Sept 1944.

★ SPELLMAN, Francis T., CAPT, USN, Dorcester, Mass.: CO, USS *Chester,* Pacific war area, 1 Jan to 16 July 1944.

★ WROTEN, Wiley L., CDR, USNR, New Orleans, La.: Untiring efforts while serving with a salvage group engaged in the clearing of the harbor of Cherbourg, France.

First award:

★ ALFKE, Charles J. Jr., LT, USNR, Pellam, N. Y.: Commander, LCM, flottilla, assaults on Cherbourg, France, June 1944.

★ AVERY, Myron H., CAPT, USNR, Tarrytown, N. Y.: Chief admiralty officer, JAG, 4 Sept 1942 to 2 Sept 1945.

★ BAUMAN, Lawrence E., LT (then GUN), USN, Chula Vista, Calif.: Gunner, USS *Petrof Bay,* Battle for Leyte Gulf, 25 Oct 1944.

★ CAMERON, Thomas S., CAPT (then CDR), USN, Lander, Wyo.: Commander of a convoy of 13 LCI(L)'s and escorts, TF 126, invasion of northern France.

★ CASSIDY, William F., CDR, USN, Coronado, Calif.: Gunnery officer, USS *Boise,* Battle of Surigao Strait, 25 Oct 1944.

★ CHAPMAN, Oscar K., CDR (then LCDR), USNR, Everett, Wash.: First lieutenant and damage control officer, USS *Santee,* Battle for Leyte Gulf, 25 Oct 1944.

★ CLIFTON, Joseph C., CAPT (then CDR), USN, Marion, Ky.: Air Group group commander, central Pacific, 29 Jan to 28 Feb 1944.

★ CONRAD, Charles, RADM, USN, Washington, D. C.: Chairman, interdepartmental committee for the voluntary payroll savings plan for the purchase of war savings bonds, 17 July 1941 to 13 July 1943.

★ CRAWFORD, David S., CAPT, USN, Scarsdale, N. Y.: Member of the staff, Com7thFleet, World War II.



Anchor, NavRecSta, Boston

"Operator, I'd like to find out about a mirage."

★ DAWSON, George E., LCDR, USN, Chicago, Ill.: Gunnery officer, USS *Sangamon,* SoWesPac, 20 Oct to 1 Nov 1944.

★ ELLIS, Norman W., CAPT, USN, St. Louis, Mo.: Force gunnery and training officer, ComFairPac, October 1943 to April 1944.

★ GIBSON, Ben W. Jr., LT, USNR, Atlanta, Ga.: Air combat intelligence officer, Leyte, Feb to 25 Dec 1944.

★ GRAFMUELLER, Albert M., LCDR, USNR, New York City: Logistics officer and staff tactical watch officer, Com2dCarTF, Pacific, 30 Oct 1944 to 24 Jan 1945.

★ GREENAWALT, William P., CDR, USNR, Chicago, Ill.: OinC, 81st CB, prior to and during invasion of France, June 1944.

★ GREGORY, James R., LT (then LTJG), USNR, Indianapolis, Ind.: CO, LCT units, Talasea, New Britain, Biak, Dutch New Guinea, 1944.

★ HEAN, John H., CAPT (then CDR), USN, Long Beach, Calif.: Tactical navigation and gunnery officer, staff of Com2dCarTF, Pacific war area, 18 Aug 1944 to 25 Jan 1945.

★ HERRING, Lee A., CAPT (then CDR), USN, Long Island, N. Y.: Commander of a beach assault group, prior to and during invasion of southern France, Aug 1944.

★ HODGES, George S., CDR (then LCDR), USNR, Pontiac, Mich.: CO, U. S. naval seaplane bases at Palm Island and Los Negros, Philippines, and New Guinea, Aug 1943 to Oct 1944.

★ HUNDT, Lester T., CAPT, USN, Berwyn, Pa.: CO, USS *Monterey,* POA, 29 Nov 1943 to 22 Feb 1944.

★ JACKSON, Thomas J., LT (then LTJG), USNR, Baton Rouge, La.: Operations officer of the escort sweeper group, 8th Fleet, Mediterranean area, Oct 1944.

★ KINCAID, Earle H., CDR, USN, Washington, D. C.: CO, naval advanced base at Bougainville, 9 Nov 1944 to 1 Mar 1945.

★ KINGMAN, Howard F., VADM, USN, Los Angeles, Calif.: CO, fire support section, Roi, Namur, Kwajalein, Eniwetok, World War II.

★ KINSELLA, William T., CDR, USN, New London, Conn.: CO, USS *Ray,* seventh war patrol, Yellow Sea Area, 30 Apr to 16 June 1945.

★ KLEIN, Edward C. Jr., CDR (then LCDR), USNR, Newark, N. J.: Heroic action while serving with an amphibious force in operations against the Japanese in Dutch New Guinea, April and July 1944.

★ LYNN, Vernon R. Y., LCDR, USNR, New York City: ComLCTFlot 17, Cherbourg, France, June 1944.

★ MCCRORY, Woodrow W., CDR (then LCDR), USN, Carlisle, Pa.: CO, USS *Parche,* sixth war partol, Japanese waters, 25 May to 28 June 1945.

★ MCMILLIN, George J., CAPT, USN, Washington, D. C.: Governor of Guam, 1940 until the Japanese invasion of the islands in December 1941.

★ MICHAEL, Fred B., CDR, USN, Canoga Park, Calif.: CO, USS *McCord,* POA, 18 to 29 Oct 1944.

★ O'REAR, George M., CAPT, USN, Washington, D. C.: CO, USS *Arkansas,* Iwo Jima, 16 Feb to 7 Mar 1945 and Okinawa, 25 Mar to 30 Apr 1945.

★ RAKOV, Daniel, LCDR, MC, USNR, Maybrook, N. J.: SMO, USS *Suwannee,* Leyte, 25 to 28 Oct 1944.

★ RAY, Herbert J., COMO (then CAPT), USN, Piedmont, Calif.: Chief-of-Staff, 16th ND, assaults by the Japanese in 1942.

★ REDMAN, John R., CAPT, USN, Washington, D. C.: Communications officer on staff of CinCPac, 31 Oct 1943 to 25 Jan 1945.

★ RIGGS, Whitaker F. Jr., CAPT (then CDR), USN, Covington, La.: Executive officer, USS *New Orleans,* Guadalcanal, night of 30 Nov 1942.

★ ROSENBLATT, Herman S., LCDR (then LT), USNR, New York City: Tactical and air combat intelligence officer, staff of a fast ComCarTF, 13 Apr to 9 Aug 1944.

★ ROUTZAHN, Milton M., LT, USN, San Diego, Calif.: OD, USS *Santee,* Battle for Leyte Gulf, 25 Oct 1944.

★ SCHAEFFER, Valentine H., CAPT, USN, Washington, D. C.: CO, USS *Bataan,* occupation of the Marianas, strike against the Bonins, and the Battle of the Philippine Sea.

★ SHACKLETTE, Cripps B., CDR, USNR, Shively, Ky.: SMO USS *Santee,* Philippine Islands, 25 to 28 Oct 1944.

★ SHERMAN, Edwin F. Jr., LT, USNR, Providence, R. I.: Commander of a minesweeping unit, amphibious invasion of southern France, 15 to 19 Aug 1944.

★ SISSON, Charles A., LT, USNR, Clarksdale, Miss.: Flag secretary and tactical watch officer, staff of Com2dCarTF, POA, 18 Aug 1944 to 25 Jan 1945.

★ SPENCER, Douglas A., CAPT, USN, Washington, D. C.: CO, USS *Wichita,* Japanese-controlled waters, 13 to 17 Oct 1944.

★ SPRAGUE, Albert T. Jr., COMO (then CAPT), USN, Burlingame, Calif.: CO, USS *Raleigh,* Kurile Islands, 4 Feb 1944.

★ STEELE, George W. Jr., CAPT, USN, Santa Barbara, Calif.: Organizer in the establishment of naval aviation pre-flight schools, 10 to 27 Apr 1942; CO of various pre-flight schools from 30 Apr 1942 to 1 Apr 1944.

★ STEVENSON, William A., CDR (then LCDR), USN, Eugene, Ore.: CO, USS *Aspro,* during war patrol in Japanese waters.

★ THACH, John S., CAPT (then CDR), USN, Jacksonville, Fla.: Operations officer on the staff of Com2dCarTF, POA, 18 Aug 1944 to 25 Jan 1945.

★ TOMPKINS, Rutledge B., CAPT, USN, Washington, D. C.: Chief of staff, CTF,

prior to and during the invasion of southern France, August 1944.

★ WINN, Walter C., CAPT (then CDR), USN, LaJolla, Calif.: CO, USS *Wadleigh*, Palau Islands, 16 Sept 1944.



Gold star in lieu of fifth award:

★ FRANGER, Marvin J., LCDR (then LTJG), USN, Tivoli, Tex.: Pilot, FitRon 9, USS *Essex*, Marshall Islands, 29 Jan 1944.

Gold star in lieu of fourth award:

★ GORDINIER, Harold R., LTJG, USN, Des Moines, Iowa: Pilot of dive bomber, BomRon 84, USS *Bunker Hill*, Kure Harbor, Japan, 19 Mar 1945.

Gold Star in lieu of third award:

★ BYRNES, Matthew S. Jr., LT, USNR, Rensselaer, Ind.: Pilot attached to BomFitRon 12, USS *Randolph*, Japanese Empire and adjacent islands, 16 Feb to 14 May 1945.

★ MILTON, Charles B., LT, USNR, Jasper, Fla.: Pilot, FitRon 15, USS *Essex*, Ormoc Bay, Leyte, 11 Nov 1944.

★ ROBINSON, Gerald P., LT, USNR, Loxley, Ala.: Pilot, TorpRon 45, USS *San Jacinto*, East China Sea, 24 Mar 1945.

★ TRULY, Everette G. Jr., LT, USNR, Fayette, Miss.: Pilot, TorpRon 40, USS *Suwannee*, Nansei Shoto area, 5 May to 9 June 1945.

Gold star in lieu of second award:

★ BARINGER, Ronald B., LTJG (then ENS), USNR, Defiance, Ohio: Pilot of torpedo plane, CompRon 20, USS *Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ BAYERS, Edward H., LCDR, USN, St. Louis, Mo.: Pilot, FitRon 11, USS *Hornet*, French Indochina, 12 Jan 1945.

★ COOPER, James S., LCDR (then LT), USN, Elizabeth City, N. C.: Pilot of a dive bomber, BomRon 20, USS *Enterprise*, Philippine Islands, 11 Nov 1944.

★ FARNSWORTH, Robert A. Jr., LTJG (then ENS), USNR, Pascagoula, Miss.: Pilot, FitRon 19, USS *Lexington*, Philippine Islands, 6 Nov 1944.

★ FOSTER, Albert D., LT, USNR, Waltham, Mass.: Pilot of a fighter plane, CompRon 85, USS *Lunga Point*, Okinawa, 6 Apr 1945.

★ FRINK, Robert A., LT (then LTJG), USNR, Washington, Iowa: Pilot, FitRon 1, USS *Yorktown*, First Battle of the Philippine Sea, 20 June 1944.

★ HICKS, George L., CDR (then LCDR), USNR, Oakland, Calif.: Pilot, BomRon 109, vicinity of Truk, 3 June 1944.

★ HOOVER, Fred D. Jr., LT, USNR, Gladstone, Mich.: Pilot, TorpRon 2, USS *Hornet*, action against the Japanese in the vicinity of the Philippines.

★ HOWISON, William W., LTJG, USNR, Fresno, Calif.: Copilot, PatBomRon 123, off coasts of Tsushima and Goto Retto, 4 June 1945.

★ MCGRATH, John J. Jr., LTJG, USNR, Lead, S. D.: Pilot, TorpRon 40, USS *Suwannee*, Nansei Shoto area, 6 May to 14 June 1945.

★ MCKIRCHY, Donald, LTJG, USNR, Fort Dodge, Iowa: Pilot, PatBomRon 118, vicinity of Korea, 15 May and 24 and 26 June 1945.

★ REILLY, Robert C., LTJG, USNR, Glendale, Calif.: Pilot, CompRon 85, USS *Lunga Point*, Okinawa, 8 Apr 1945.

★ SINNOTT, William A., LTJG (then ENS), USNR, Dorchester, Mass.: Pilot, FitRon 24, USS *Santee*, Ryukyu Islands, 15 May to 14 June 1945.

★ SPEAR, Moncrieff J., LTJG, USNR, White Plains, N. Y.: Pilot, CompRon 9, USS *Natoma Bay*, Nansei Shoto area, 25 Mar to 20 June 1945.

★ SULLIVAN, George R., LCDR (then LT), USNR, Monticello, Ind.: Pilot and flight leader, CompRon 5, USS *Kitkun Bay*, Battle off Samar, 24 and 25 Oct 1944.

★ WADSWORTH, Thomas J., LTJG, USNR, Washington, D. C.: Pilot, CompRon 9, USS *Natoma Bay*, Nansei Shoto area, 25 Mar to 20 June 1945.

★ WHITE, Charleton, LT, USNR, San Francisco, Calif.: Pilot, FitRon 15, USS *Essex*, near Ormoc Bay, Leyte, 11 Nov 1944.

First award:

★ ATTEBURY, Earle R., LT, USNR, Stanfield, Ohio: Pilot, CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ BACHMAN, Robert T., LTJG (then ENS), USNR, Peekskill, N. Y.: Pilot, CompRon 96, Ryukyu Islands, 4 Apr 1945.

★ BACHMEIER, James F., LT, USNR, St. Paul, Minn.: CO of a patrol bomber, Solomon Islands, 15 Sept to 25 Nov 1943.

★ BANKS, John L., LT (then LTJG), USNR, St. Louis, Mo.: Pilot of a plane in Air Group 2, USS *Hornet*, Bonin Islands, 12 and 24 June 1944.

★ BARLOW, Jerry M., LCDR (then LT), USN, Everett, Wash.: Patrol plane commander, PatBomRon 106, Japanese homeland, 23 Apr 1945.

★ BARR, Charles E., Ens, USNR, Natick, Mass.: Pilot, BomFitRon 12, USS *Randolph*, vicinity of Japanese Empire and adjacent islands, 16 Feb to 25 May 1945.

★ BEGIN, Phillip J., LTJG (then ENS), USNR, Wollaston, Mass.: Pilot, BomFitRon 12, USS *Randolph*, Japanese Empire and adjacent islands, 16 Feb to 25 May 1945.

★ BIXLER, Jene M., LTJG, USNR, Kenton, Ohio: Pilot, CompRon 98, USS *Tulagi*, Ryukyu Islands, 24 May 1945.

★ BLAIR, William K., LT, USNR, Coronado, Calif.: Pilot and flight leader, Air Group 2, USS *Hornet*, Marianas Islands, 13 June 1944.

★ BOE, Robert O., LCDR (then LT), USNR, Decorah, Iowa: Pilot, CompRon 96, Ryukyu Islands, 2 June 1945.

★ BROWNSCOMBE, Harry T., LT (then LTJG), USNR, Aliquippa, Pa.: Pilot, Air Group 8, USS *Bunker Hill*, Guam, 19 June 1944.

★ BRUSSO, Robert L., ENS, USNR, Oxnard, Calif.: Pilot, CompRon 83, USS *Sargent Bay*, Ryukyu Islands, 23 Feb to 1 May 1945.

★ BUNCH, Charles W., ENS, USNR, Hart, Mich.: Pilot, CompRon 83, USS *Sargent Bay*, Volcanos and Ryukyus, 17 Feb to 9 May 1945.

★ BUTTLE, Thomas G., LTJG, USNR, Elyria, Ohio: Pilot, CompRon 5, USS *Kitkun Bay*, Battle off Samar, 25 Oct 1944.

★ CADLE, John W. Jr., LTJG (then ENS), USN, Dixon, Ill.: Pilot, one of two fighter planes, attack on German submarine, French West Africa, 4 June 1944.

★ CAMP, Thomas E., LTJG, USNR, Rome, Ga.: Pilot, CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, 16 Feb to 2 Apr 1945.

Retroactive Feature of Medals Clarified

Clarification of cases in which the recommended award of the Medal of Honor, the Distinguished Service Medal or the Navy Cross was not fully sufficient for the award of any of those medals but which may be considered for the award of the Silver Star Medal or the Navy and Marine Corps Medal is offered as a supplement to the article on decorations, medals and ribbons which appeared in ALL HANDS, July 1947.

The clarification follows:

"Also in cases of persons now in the naval service for whom the award of the Medal of Honor, the Distinguished Service Medal or Navy Cross has been recommended in full compliance with then existing regulations, but on account of services which, though insufficient to justify fully the award of the Medal of Honor, the Distinguished Service Medal, or the Navy Cross, appears to have been such as to justify the award of the Silver Star Medal, or the Navy and Marine Corps Medal hereinbefore provided, such cases may be considered and acted upon under the provisions of this Act authorizing the award of the Silver Star Medal or the Navy and Marine Corps Medal, notwithstanding that said services may have been rendered more than five years before said cases shall have been considered as authorized by this proviso, but all consideration or any action upon any of said cases shall be based exclusively upon official records now on file in the Navy Department."

FANTAIL FORUM

Question: Do you believe enlistments of less than four years benefit the Navy?

(Interviews at NS Green Cove Springs, and NAS, Jacksonville, Fla.)



Gene Whitlock, S1, Worland, Wyo.: While longer hitches are more beneficial to the Navy, shorter enlistments are also helpful because they build up a reserve of Navy-trained citizens who will be ready to serve their country in national emergency.



Richard DeBruyn, S1 (PHOM), Grand Rapids, Mich.: No. It takes too much time to square a boot away. Too much time has passed for the Navy to get any practical use out of the man as compared with the time and money spent in training him.



Michael Hernandez, AOM2, Kansas City, Mo.: I do not believe that men entering the Navy for less than four years are a help to the Navy. In this short space of time, the Navy could not possibly get back any benefit from its teaching.



Frank E. Bass, SC3, Birmingham, Ala.: No. The Navy will not begin to receive dividends of the man's enlistment until two years have gone by. Four-year enlistments are the best, in my opinion.



Herbert A. Sprague, Y2, Abington, Mass.: No. Men entering the Navy on first enlistments for less than four years do not normally intend to make much of themselves — they are merely biding their time.



Michael A. Esposito, PHM3, Philadelphia, Pa.: I do not believe that enlistments of less than four years are beneficial to the Navy, because the Navy does not have enough time to reap the greatest harvest.



George Travis, S1, Philadelphia, Pa.: Unlike four-year enlistments, short enlistments will not encourage a man to reenlist. Longer enlistments result in more career men for the Navy.



Larry M. Allred, Y2, Mebane, N. C.: No, because the Navy is not able to have a stable personnel situation on which to base future operations, and with which to prepare specialized personnel.



John P. Murray, Y1, Hamilton, Ohio: Short enlistments are not beneficial to the Navy, mainly because the recruit does not have the opportunity to form a definite opinion about the Navy.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is nat classified, it sametimes is limited in its reporting and publicatian af phatagraphs.

REFERENCES made ta issues af ALL HANDS priar ta the June 1945 issue apply ta this magazine under its farmer name, The Bureau af Naval Personnel Infarmatian Bulletin. The letters "NDB," used as a reference, indicate the afficial Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken ta insure that all hands have quick and convenient access ta this magazine, and indicated that distributian shauld be effected an the basis af ane capy far each 10 afficers and enlisted persannel to accamplish the directive.

In mast instances, the circulatian af the magazine has been established in accardance with camplement and an-baard caunt statistics in the Bureau, an the basis af ane capy far each 10 afficers and enlisted persannel. Because intra-activity shifts affect the Bureau's statistics, and because organizatian af same activities may require mare capies than narmally indicated ta effect tharaugh distributian ta all hands, the Bureau invites requests far additianal capies as necessary ta camply with the basic directive. This magazine is intended far all hands and cammanding afficers shauld take necessary steps ta make it available accardingly.

The Bureau shauld be kept infarmed af changes in the numbers af capies required; requests received by the 20th af the manth can be effected with the succeeding issues.

The Bureau shauld alsa be advised if the full number af capies is nat received regularly.

Narmally, capies far Navy activities are distributed anly ta thase an the Standard Navy Distributian List in the expectatian that such activities will make further distributian as necessary; where special circumstances warrant sending direct ta sub-activities, the Bureau shauld be infarmed.

Distributian ta Marine Carps persannel is effected by the Cammandant, U. S. Marine Carps. Requests fram Marine Carps activities shauld be addressed ta the Cammandant.

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● AT RIGHT: Two divers in Uncle Sam's Navy prepare for an expedition to Davy Jones' locker.


OVER THE SIDE

1948 ALL HANDS 1948

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1948

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY 1948

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29						

MARCH 1948

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

APRIL 1948

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
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MAY 1948

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNE 1948

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30			

JULY 1948

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST 1948

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER 1948

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER 1948

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

NOVEMBER 1948

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER 1948

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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